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THE MARINE RECORD

DEVOTED TO COMMERCE

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AROUND THE LAKES.

CLEVELAND.

Tug Dixie, sunk last week at Barnhisel's dock, near Main street bridge.

The propeller Alice Strong sank in the river here early Monday morning while tied to a dock. She will be raised without a great deal of trouble.

Mead & Thomson are putting a pair of their feed water purifiers on the new steamer Corsica. These purifiers have proven satisfactory in their extensive use this season on various steamboats.

The propeller Waverly came in Monday with a broken wheel. She struck something in the Welland canal while on her way up from Ogdensburg. A diver made repairs enough to her wheel to allow the boat to proceed to Chicago.

Harry Bassett, senior member of the firm of Bassett, Presley & Train, iron merchants, has been confined to the house for three weeks by a painful illness. We are pleased to say that Mr. Bassett is slowly recovering and that he will soon be in health so as to attend to business.

The great ship Golden Age got aground in the draw of the Main street bridge on Saturday. It took several tugs and several hours' pulling to get her afloat and through the bridge. This is only one of several mishaps from shallow water in that locality.

Mr. Ira H. Owen, for whom the steel steamship by that name, was built, made a business visit to this port last Friday. He reports the new steamer a thorough success every way—a credit to builders, owners, and everybody connected with her.

After a survey and thorough repairs, the schooner Montgomery cleared from this port again on Saturday night for St. Ignace. Her total bill for survey and repairs amounts to about $1,311. This amount has been largely expended in a new foremast, new centerboard, new pump, repairs to sails, recalking, etc.

The propeller Egyptian, bound from Ashland to Lorain, with 1,500 tons of ore, sank at Lorain, O., on the night of the 9th. She was 200 feet inside of the piers when she ran onto the wreck of the Walter, sunk last summer, and stove a great hole in her bottom She began to sink immediately, and quickly went to the bottom. The Egyptian, 1,430 tons, was built at Black River in 1873. She is owned by Winslow, of this city, and was rated A2½. Two pumps, a tug, and a diver were at once dispatched to Lorain, and the work of raising the sunken vessel was begun without delay. She is insured in the pool.

In these days of steamboat men making a record of fast time with their boats, the Globe Iron Works Co., of this city, has made a record for fast boat-building. For instance, on Thursday, November 4, at 4 o'clock p. m., they commenced to raise frames on the first of the six steamers for Mr. J. J. Hill, of Minneapolis, and on the following Thursday ninety pairs of frames were in position, as were sixty pairs of floor plates, reverse-barred, futtocked and keelson braced, and to add to this, thirty outside plates were laid out, punched and put in place on bottom. We think this pretty fast work.

We reprint the following letter from the general agent of the Detroit & Cleveland Steam Navigation Co., to the *Leader*, in order to show the masters of vessels the necessity of securely fastening their lines: The article in your Monday issue censuring Captain McLachlan, of the steamer City of Cleveland, for his rapid movements out of this harbor last Saturday evening, has done an injustice, we think, to one of the most careful masters on the lakes. It is true that the movement of so large a vessel as the Cleveland makes a large commotion in the waters of the Cuyahoga river. This being true vessels lying at or near the mouth of the river should be more securely fastened than they often are. This would largely obviate the whole trouble. On the occasion in question the wind was blowing fresh from the southwest, and the engines of the Cleveland were stopped before approaching the vessels, but it was found necessary to start them in order to give the Cleveland steerage way and pass the vessels without drifting upon them, thereby doing more serious damage than the parting of lines. Our captains are cautioned to be very careful in entering and leaving this port, and we feel justified in saying that Captain McLachlan has exercised every possible precaution in this direction for the mutual interest of all.

DETROIT & CLEVELAND S. N. CO.
T. F. NEWMAN, G. A.

Mr. J. Hugo has resigned his position with Grover & Son as sail maker and rigger and intends to go into business on his own account

Captain George Simpson, compass adjuster, has returned to the city. He will make a visit to his old home in Boston this winter.

At Cleveland drydock since last report the schooner H. Warmington was calked all over; schooner Richard Winslow was recalked and received other repairs. The Zack Chandler, after survey gave place to the Warmington and Erastus Corning.

The new steel steamer at the Cleveland shipbuilding company's yard is in frame the water bottom completed and the floors laid. There is no guilt in saying that this will be one of the finest steamboats on the lakes. The berth for the second steamer for the same line is now ready and the keel will be laid in a few days.

Mr. Will G. Radcliffe, son of the eminent shipbuilder of this city, was married last evening to Miss Fannie E. Pellett the accomplished daughter of Captain James Pellett. All love weddings are happy affairs to the contracting parties, therefore, it is unnecessary to say anything on that score. But we desire to say that both the bride and groom are healthy, vigorous and beautiful and great results may be expected. One of the pleasant momentoes of this joyous occasion was the action taken by the men employed in Mr. Radcliffe's shipyard. They met and raised funds to make Will a present of a handsome French marble clock, so that he will be able to keep good time. Among the other presents was a handsome and valuable silver tea set.

Further inquiry yesterday developed the fact that not only will the cargoes of the steamer Forest City and consort be among the last loads from Marquette, but that the steamer Jessie H. Farwell and consort Rutter, steamer Queen of the West, and steamer V. Swain and consort Helvetia, will bring last loads of ore from that port. Among the last charters for the season are the following which were reported yesterday: Steamer A. Everett, ore, Escanaba to Ohio ports, $1.50; steamer Rube Richards and consorts May Richards and Emma C. Hutchinson, coal, Buffalo to Chicago, $1; schooner J. I. Case, coal, Sandusky to Milwaukee, $1; schooners Belle Hanscomb William Home, and Senator, coal, Cleveland to Detroit, 40c; schooner Corsican, coal, Cleveland to Port Stanley 60c.

We take the following from the Cleveland *Plain Dealer*: Captain Moran of the propeller Superior arrived in this city yesterday. The propeller Superior was one of the boats which passed by the wreckage of the propeller Vernon, while some of the peopl who lost their lives by the sinking of that boat were still clinging to some wreckage off Manitowoc, "but it was impossible for us," he added, "to give them assistance, although I felt as though I was compelled to do something, which I shall never forget. Our tiller was loose from the rudder post, and every man but myself and the two cooks were below in the engine room working the steering gear. The two men whom we saw were about three-fourths of a mile toward shore, and had we attempted to round to in the sea, the Superior as well as Sandusky, which we were towing, would have been no more. We were heavily loaded and the steamer's head was kept with the sea by the stiff tow line from the Sandusky. I could not enter Sheboygan, but I reported what we had seen at Milwaukee, although we were bound to Chicago."

Meteorological summary for the week ending November 16:

Mean barometer	29 88
Mean temperature,	41.7
Mean humidity	73.0
Total precipitation	.88
Prevailing direction of wind	Westerly
Total wind movement	2201
Av. cloudiness	8.1
Av. state of weather	Cloudy
Max. temperature, highest	46.4
Min temperature, lowest	36 5

WILLIAM LINE, Sergt. Signal Corps, U. S. A.

The schooner Senator Blood, laid up at Algonac, is for sale.

Charles and Sigmund Lederer have entered suit in Justice Biermann's court against William Chisholm, managing owner of the propeller William Chisholm, and Robert Greenhalgh and William Hendrickson, partners in the Lake Erie sand and gravel company, claiming $300 for damages to the dock at the corner of Columbus and Merwin streets by the propeller William Chisholm breaking into it. The case is set for hearing on December 6.

Ira Owen of Chicago, who has been in Cleveland for several days past, says that, in addition to the passenger boat which is being built for him at Bay City for the Cheboygan Sault route, he will have built or charter a similar steamer for work in Chaquamegon bay, Lake Superior. Ashland, Bayfield and the Apostle islands are in the neighborbood of Chaquamegon bay, and there will probably be profit in a passenger boat for that locality.

The Myositis and Consuela have been abandoned as total loss.

R. K. Winslow's steamer Egyptian is still sunk at Lorain. The hole in the boat's bottom is a large one, as two steam pumps fail to lower the water in her.

The boiler of the propeller P. H. Walter, on the wreck of which the Egyptian sunk, has been taken out and is on the dock at Lorain.

The Cleveland Shipbuilding Co. has received from the Central Forge Co. a 2,000 pounds steam hammer and one 4,000 pounds hammer, both of which have been placed in position, ready for work.

The Cleveland Shipbuilding Co. has for sale a large blower 84 by 40, and another 36 by 48, both new and perfect. The traveling crane that has been put in their yard is one of the best tools that has ever been put into a shipyard on the lakes.

The following vessels are laying up in Cleveland: Propellers C. J. Sheffield, R. J. Hackett and schooners Susan E. Peck, Golden Fleece, Richard Winslow, Fayette Brown, Maria Martin, Sophia Minch, Specular, and J. E. Gilmore. The schooner M. E. Tremble coming down with the propeller George Spencer will lay up.

FRANKFORT.

The propeller Alice M. Gill, which has taken the Vernon's route, called here Wednesday with freight. On leaving the port she ran aground on the north pier shoal, but was released with the assistance of the life saving crew.

CHICAGO.

Special to the Marine Record

Subscription lists for the benefit of the widow of Frank Hall, who was lost on the steamer Vernon, may be found at the following places of business by all who wish to contribute their mite to a good cause: Finney & Channon, ship chandlers, South Water street; Gallavin & Banner, 38 Kinzie street; Robert E. Hills, 57 North Wells street; M. T. Coughlin, North Market street, Chicago.

The tug S. B. Johuson, owned by Dean & Johnson, was damaged by fire to the extent of $500, while lying in the river at Sixteenth street Tuesday morning.

William Brooks, a colored stevedore, while working in the hold of the Anchor line steamship Wissahickon Friday afternoon, was badly injured by the falling of a barrel of sugar upon him.

The water in the river was very low on Saturday morning and steamship Juniata, outward bound, took the ground on La Salle street tunnel and was delayed half an hour before she could be released.

The steambarge Tempest is in one of Miller Bros.' drydocks receiving some calking; Henry Bloecker, of Grand Haven, is taking out her engine. A new bed plate has been put on board. She will be towed to Grand Haven, where she will be laid up and H. Bloecker & Co. will place a new engine 24 by 26 on board which they are building for her. Captain F. W. Van Patten has made seventy-four round trips between Chicago and Muskegon with the Tempest this season.

The steambarge J. W. Westcott was released and brought into port at 2 a. m. on Tuesday by the Dunham Wrecking Co. after about 15,000 bushels of her cargo of wheat had been pumped out. Her deck is raised somewhat. Her sinking was caused by striking a dock when leaving South Chicago which made a hole in her bow on the starboard side about eighteen inches long and six inches wide, two feet abaft the stem. She was drawing 11½ feet when she left South Chicago and the hole in her bow is two and a half feet above that, and but for the heavy seas she had to encounter it is probable she would have arrived safely at Buffalo with her cargo intact. Robert Holland, her owner, is here from Marine City and will have her placed in the Chicago Drydock Co.'s dock for a thorough overhauling. She had the wet wheat, amounting to about 10,000 bushels, taken out when she arrived in port.

The schooner White Cloud, owned by Mr. Holmes, of the firm of Davidson & Holmes, vessel agents, is getting all her upper works taken off above deck, at Miller Bros.' shipyard. She will receive a $5,000 rebuild, comprising new stanchions, plank sheer, bulwarks, and rail; also, considerable new outside plank, new hatch combings and a new cabin, and will be converted into a three-and-after. Captain J. Schuring is looking after the work.

The steamship John B. Lyon, grain-laden for Buffalo, got aground when leaving port on Saturday, and in releasing herself three of the buckets were broken off her wheel. She was towed to the Fulton elevator and had a sufficient quantity of her cargo taken out to enable her to get ir to one of Miller Bros.' drydocks where she is getting new buckets put on her wheel.

At Miller Bros.' drydocks the barge Champion of Buffalo is in dock for a new keel and some new plank on bottom; the tug Brockway was in for calking; the schooner Levi Grant for a new forefoot; the schooner Alice for a new mainmast, and the schooner Vermont for a new foremast.

W. M. Egan received a telegram from Detroit Saturday, reporting a mishap to the steamer D. J. Foley and consort which left here last week, grain-laden for Buffalo. The dispatch said the Foley and American Union struck on the Limekilns, causing both to leak. The Foley made so much water that she was beached to prevent her from sinking. Her cargo is being lightered, and she is going into drydock at Detroit. She is laden with wheat.

The schooner Myosotis, which went ashore at St. Joseph Friday after striking on a bar, has been abandoned as a total loss and is being stripped.

C. W. Elphicke received a telegram from Erie saying the schooner Minch had wet 200 bushels of her wheat cargo.

A telegram to the Boston Marine Insurance Co. says the Egyptian is sunk in fifteen feet of water and can be raised without much trouble. Crosby & Macdonald have $30,000 on the cargo, and the rest is insured in the Boston Marine. The hull is placed in the pool. Captain Franklin left for the wreck Friday night.

Captain A. P. Read, owner of the schooner Myosotis received a telegram from Captain John Mahoney, the master, reporting the loss of his vessel at St. Joseph. The Myosotis left Escanaba last Thursday with 600 tons of ore. Encountering adverse winds, she ran to Chicago for shelter, leaving here last night. A brisk northerly wind was blowing, and while the vessel was trying to make the harbor at St Joseph she ran on the sand bar that obstructs the entrance to the river there. Three times the seas lifted her and let her drop on the bar. The last time her back was broken. Then a sea swept under her quarter and shoved her over the bar into deep water. A few minutes later she was driven on the beach, about thirty rods south of the pier, where she now lies a total loss, with her cargo washing out of her. Captain C. E. Benham, of Cleveland, who was here looking after the insurance on the steamer Vernon, left for the wreck Thursday night in the interest of the underwriters. This is the fourth vessel Captain Read has had wrecked within a month. During a severe storm in October the Havana sunk a few rods from where the Myosotis now lies, and a few miles further north the City of Green Bay went to pieces; while the D. S. Austin was damaged to the extent of $12,000 by running ashore in Lake Huron. All three of these wrecks happened in one day. Captain Read has had almost the entire savings of a lifetime swept away, as he had a limited amount of insurance on any of his vessels. The Myosotis, 317 tons, was built at Milwaukee in 1874, and was valued at $8,000. She was insured for $2,400 in the Mercantile, of Cleveland, and $2,400 in the Detroit Fire and Marine. Her cargo was consigned to Pickands & Brown, and was fully insured in the Boston Marine.

Thursday night Leopold & Austrian received a telegram from Waukegan, stating that the propeller Jay Gould, which left here for Lake Superior Thursday morning, had broken down off that port. The tug Morford was sent to her assistance, but failed to find her. A telegram from Milwaukee stated that the Gould was ashore four miles from there, and a later telegram reported that she had been released by the Andy Johnson and two tugs. She lost her rudder and shoe and will suffer considerable delay.

The Chicago board of marine underwriters Monday issued the following trip rates on grain to take effect immediately: Chicago to Lake Michigan, 75 cents; Lake Superior, $1.75; to Huron, Sarnia, and Detroit river, $1,25; Georgian Bay, $1.50; Lake Erie.

[*Continued on 5th page.*]

MARITIME LAW.

WRECK—MARITIME LIEN—SALE OF VESSEL BY MASTER—TRANSFER OF LIEN TO PROCEEDS—LIEN OF AGENT FOR ADVANCES.

U. S. District Court, Southern District of New York.

1. If a sale of a vessel by the master is warranted by existing circumstances and is made bona fide, any prior lien upon her is transferred to the proceeds only and the vessel cannot be held liable in the hands of a purchaser.

2. Where the steamship Raleigh was driven ashore and filled with water and running ice, and the testimony indicated that she was regarded as a total wreck, not only by the master but by agents and surveyors of the underwriters, and in that condition she was sold by the master. Held, that the circumstances did not warrant a finding of fraud in the sale, and that the vessel, as afterwards repaired, was not liable for supplies furnished prior to the accident.

3. A ship's husband or her general agent presumptively has no lien for advances made to discharge the obligations of the vessel.

4. Accordingly, where M. & Co., were agents of the steamship Raleigh and sued her to recover advances made to her, and no proof was given of any agreement that they should have a lien on the vessel or of any circumstances indicating an hypothecation of the vessel in their favor, held, that they could not recover.

Brown, J.

The libelants claim a lien upon the Raleigh for advances and supplies furnished by them respectively on account of the steamship Raleigh during the year 1885 and January 1886. On the 20th of January, 1886, while the steamer was on a voyage from Baltimore to New York, she was driven ashore by ice in the Chesapeake Bay, and afterwards abandoned and sold under the master's authority. One Petze, the claimant, became the purchaser. He subsequently raised and repaired her at an expense of about $11,000, about a year before the above libels were filed.

It is well settled that if a sale by the master is warranted by the existing circumstances of the ship, and was made bona fide, any prior lien upon her would be transferred to the proceeds only; and that the vessel could not be held liable in the hands of the purchaser. The libelants contend that the circumstances of this case did not justify a sale, and secondly, that the sale itself was fraudulent and made in bad faith and for the benefit of the master, who, it is claimed, became interested in the purchase. The claimant denies the latter charges and further contends that the demand of Mudgett & Co., was never a lien upon the vessel, because their advances were made by them as the ship's agents in the city of New York.

The vessel was owned by a corporation in Boston and was its only property. Captain Littlefield had been for several years the general manager of the company, and also master of the vessel. Mudgett & Co., had been the general agents of the ship in New York for several years in obtaining charters, collecting the freights, paying bills, procuring insurance, making entry, etc., all, however, subject to the direction and control of Captain Littlefield, the general superintendent of the corporation and master, who signed all charters, and occasionally collected some freight due.

It is well settled that a ship's husband or her general agent is not presumptively entitled to any lien upon a vessel for advances made to discharge her obligations. His business and the object of his employment by the owner are presumptively to facilitate the ship in the transaction of the business and to free her from charges, not to preserve incumbrances on her. Presumptively he deals upon the credit of the owners, and he has no lien for his advances unless there is some agreement to that effect, or the circumstances show that must have been the reasonable intent of the parties. When he is applied to by the master or owners to pay the ship's obligations, the presumption is that he does so, not as to a stranger, but as to the agent of the ship and her owners, and upon the personal credit of the latter or the future business of the ship. The J. E. Williams, 15 Fed. Rep. 558, and cases thus cited: White v Americus, 19 Fed. Rep. 848; the Estaban de Antumano, 31 Fed. Rep. 920.

This presumption, I think applies equally to the facts of the present case, although Mudgett & Co. had not the exclusive control of the ship as general agents often have where no owner, or general superintendent of the owners is present. There is no proof of any agreement for a lien in favor of Mudgett & Co., nor do I find any circumstances indicating any hypothecation of the ship in their favor. They were in the habit of remitting to the owners the balances of freight due them: and the fair inference of fact from the testimony and the circumstances is that they looked for re-imbursement to the future earnings of the vessel, and not to any lien upon the ship.

Upon the foregoing grounds I feel constrained to decide that the libelants first named had no lien. In the last two cases the demands were undoubtedly liens upon the vessel at the time the supplies were furnished and the claims in those cases are sufficient to raise the question secondly above referred to.

The very clear weight of testimony seems to one to show beyond doubt that when the steamer was driven ashore and filled with water and running ice, she was regarded as a substantial wreck, not only by the master but by the agents and surveyors of the underwriters and others who examined her at the time, and who had no possible intent to report otherwise than in accordance with their honest judgment upon the examination of the condition of the vessel. The insurers, though re-insured, paid the loss after a few days upon their surveyor's report of a total loss.

There are doubtless circumstances in the evidence calculated to raise some suspicion. But taking the evidence altogether I must hold these circumstances wholly insufficient to establish any fraud in the sale, or to show that the master, prior to the sale, had any knowledge or belief that the vessel was not a substantial wreck. The fact that it subsequently appeared that the ship was not injured so much as was supposed does not prove fraud, or bad faith, nor stand to invalidate the sale. The Amelia, 6 Wall 18; the Sarah Ann, 13 Pet, 387.

The sum required to raise the ship was large. In the apparent condition as a wreck it was the master's duty to do with her the best he could and to act upon the best judgment that could be formed at the time. Nearly all the contemporanious evidence sustains the master's judgment in ordering the sale, as the only thing practicable. There is no proof of the market value of the vessel as she lay when sunk, nor that when repaired she was worth more than the cost of raising and repairing her. The evidence, therefore, does not even show that the master's judgment was erroneous, much less than the sale was fraudulent. The libels must therefore all be dismissed, with costs.

October 26, 1887.

HIS ONE EWE LAMB.

On the forward upper deck of a lake excursion boat two men sat lazily smoking and occasionally exchanging a remark. One had no interest in anything except his cigar and the view before him. The other seldom let many minutes pass without searching out anxiously on the deck with his eyes for some one, and they lighted with satisfaction when they had found what they were in quest of, and then turned again to the water's expanse. Frequently he beckoned to the object he was interested in, and a little girl of four, or thereabouts, ran to him for a word of caution, or to assure him that she was having an enjoyable time.

No sweeter child was on the boat, though it was distinctively "children's day," and his eyes followed her with pride, but with a great tenderness that justified him in being proud of her. If she passed out of his sight for a moment, he left his story or sentence in the middle until he had located her, and was assured of her safety. She had attached herself to another girl of about her own age, and the two were almost hilarious as they danced through the cabins, hid from each other among the deck chains, or chased around the passengers, who sat in knots as if for their convenience.

The mother of the child's playmate, noticing the father's anxiety and disquietude, at last said to him: "The two are having a good time, and I am watching them;" he thanked her as he returned to his chair, blushing slightly, as if his anxiety was something uncalled for, and his manner seeming to say that he would conquer his nervousness. As he sat down again beside his friend the latter said:

"You have been so constantly with Nelly I suppose she does not miss her mother very much, does she?"

The other looked afar off as if he were intensely interested in deciding if the speck on the horizon was a propeller or a tug, and then, having apparently settled the question, answered:

"No, she never missed her. Her aunt has filled her mother's place, so far as the child's knowledge goes. I have devoted every hour of my time to her that I could possibly take from business, and I am planning now to get out of the office altogether so that I may devote myself wholly to her.

"Did your wife suffer a great deal? I read of the accident, and my sister wrote me about the same particulars that were in the papers, but these were only generalities."

The other again sought for the far horizon and seemed to study the clouds while he commanded his voice.

"Yes," he said, "she suffered excruciating agony; it could not be otherwise."

"The fire caught on her gloves, did it not?"

"Yes; Nelly was about six months old; it was our first party in over a year. My wife was a joyous hearted woman; while society played but a small part in her life she was of a nature to enjoy an evening with her friends. She had looked forward to this party with more than usual eagerness. It was held at the house of a very dear friend; it was so long since she had attended one; and I had sent her some jewelry that delighted her and that she was very desirous of wearing. Among the articles that pleased her was an odd-shaped bracelet that I found in a Chinese shop in San Francisco, and when she was dressed and put this on her arm she noticed that her gloves were slightly soiled. She declared she would be uncomfortable all the evening unless the stain was removed, so I left her and went down stairs to wait.

"When I ran up again, in answer to her awful scream, I found her enwrapped in flames—"

He stopped, stood up, looked at everything on the little island they were passing, as if it were important that he should not miss even the slightest object, and then, having regained his self control, again sat down and faced his friend.

"She had opened a bottle of benzine, placed it on the bureau, and began to touch her glove with the liquid: in holding her arm near the light to see if the place was clean, the glove took fire; her arm knocked the bottle over and spread the stuff on her clothes; the ball dress of tulle was an instantaneous sheet of flame. I—"

He stopped and devoted himself intently to his cigar. Then he went on.

"I was fortunate enough to have Nelly. I determined that I would be father and mother both to her, and in striving to see that her life shall be as happy as possible I have been able to make my own of some value to me. But if it were not for her—"

He stopped, as if seeing a picture where she was not, and he shuddered.

"If it were not for her I would not want to live. I watch over her day and night, and I do not dare to picture to myself what it would be without— What's that! Where is Nelly?"

The quick, sharp clang of the engineer's bell had sounded through the boat; the wheels were stopping; the people were rushing to the rail to look over; some one said:

"A child overboard!"

Everybody began hurriedly and anxiously to see that his children were safe.

"Where is Nelly?"

The cry rang out awfully clear. The mother of the child Nelly had been playing with ran up, saying:

But he did not hear her. Her face told him the awful tale. He sprang for the rail, but his friend caught him. The bell rang twice; the boat backed; again a sharp clang; she stopped.

"Do you see her?" rang out from the captain's deck.

"She's in the wheel, sir; back her a little more, sir."

They brought her into the cabin, where the water ran out of her long hair and dripped from her clothes. The eyes would never laugh again. The father held her hand, and when his friend tried to speak he met his words with a hard look and answered, bitterly:

"Don't waste words on me; my child is dead.—*By Wm. H. Maher, Toledo, Ohio.*

FEATURES OF LAKE BUSINESS.

The saying that nothing tests a man's integrity like prosperity applies just now with especial force to the lake trade. Grown to enormous proportions within the past few years, in spite of indifferent rates of freight, the sudden prosperity of the trade this season has given such a wonderful impetus to the building of monster craft that this alone threatens to cripple the whole trade as soon as business again becomes slack, which it is almost sure to do many times during the life of the craft which have this year been put afloat.

A month ago the new tonnage finished in 1887 was valued at $4,500,000, and there is doubtless more than half as much more now under way. The enormous increase of the lake trade may be realized by reflecting that several of the fifty new vessels are each as large as the whole lake fleet of fifty-one vessels of 1818, half a dozen years after the Americans had obtained control of the business of the lakes.

But there is another and, perhaps, a more satisfactory way of looking at the situation. The monster propellers may be said, in one sense, to resemble a mere effort of nature to preserve her equilibrium. In spite of the rapid growth of our lake fleet the demand has steadily kept in advance of it, and until that state of things is changed there is to be expected a constant and natural increase of tonnage to meet it.

And the new lake tonnage is something to be proud of. Only the ocean fleet is comparable with it. The shallow harbors and river passages, the sudden storms, the necessity of frequently transferring cargo, and many other inland features have placed our navigators on quite a different footing from all others. Lacking the length of time necessary to invest the lakes with romance, such as is enjoyed by the classic shores and harbors of the Mediterranean, our Sault canal, a passage of little account half a dozen years ago, has already outstripped the famed Suez canal in its traffic, and our vessels are now equal in size to any ocean craft of all but the first class.

A curious feature of the present season's business is a promise—somewhat indefinite, but quite noticeable—of a return to popularity of the lake passenger traffic, which went out with the side-wheel steamers before the advent of the locomotive. Through travel by boat was very heavy during the hot months, and it only dropped off on the appearance of cold weather. With the development of the northwest the lake boat which is built for both passengers and freight must increase in popularity, for it traverses a route between the seaboard and that great and growing region shorter than any that is possible to the railroads.—*Buffalo Express.*

COALING AT SEA.

In the days when war ships were under sail, and relied for propulsion only upon the winds, no thought was taken when they set out on a long journey how they should return. The same winds that bore them away brought them back, and though the course was not always straight, and often longer one way than the other, there was not any danger, even when maintaining top speed, of falling short of motive power. Wind is easier found than coal at the end of long voyages, and now that the modern war ship is a steamer, the question of coaling becomes of the highest importance. Big ships cruise between coaling stations, and, when they set out on long voyages, their destination must be a coaling station' otherwise they cannot return. The recent maneuvers in the Irish and English channels and North Sea showed that the great war ship of to-day requires enormous quantities of coal. Its furnaces seem insatiable, and there is good authority for saying that during the recent fortnight's maneuvers of the British fleet, it was an occurrence by no means uncommon for a ship to empty her bunkers before she could get into port, notwithstanding that a fifty mile run would have brought her there. When we consider ocean voyages, the question of fuel supply becomes really serious. Should she come into hostile waters after a long run, the chances of maintaining anything like effective activity would depend upon making a port bearing her own flag, because, under the neutrality laws, she could not coal even at a station belonging to a friendly power. The English naval authorities, always alert and far sighted, realized long ago the importance of having coal at hand, and when the present great steam fleet was yet under construction, they set themselves to the task of establishing fortified coaling stations all over the world's waters. Experience with the big ships, however, has shown that even this is not enough, because of the imminent likelihood of running short of coal while yet in deep water, and for some time they have sought to discover a practical means of coaling at sea.

So far, none has been found, though many plans have been suggested. The system of broadside coaling, to wit, laying a collier alongside, as in dock, is looked upon as wholly impracticable, and very reasonably so, because, save in a smooth sea, it cannot be accomplished without great danger. Another plan, not new, save as to apparatus for carrying it out, was recently described by a retired naval officer before the Royal United Service Institution. It consists in passing coal by means of a whip and running sling from a collier in tow of the ship to be coaled. The colliers to be used should be steamers, fast ones at that, and they ought to have straight stems, with no hamper forward in the shape of bowsprit or head gear. The originator of the plan says that she could then be brought up stem on to within only a few feet of the stern of the ship to be coaled, that is to say, near enough to permit hauling lines to be hove aboard. This, of course, could be done as easily in rough as in calm weather, if both vessels have a full head of steam up. With the aid of the hauling lines, two stout towing hawsers are passed aboard, and then other and heavier hauling lines follow. The hawsers are crossed from the stern pipes of the war ship to the bow ports, hawse pipes, or to any other apparatus convenient to special coaling, and are then made fast for towing. The two vessels now start up, holding a moderate rate of speed, just enough to keep the towing lines fairly taut. Two flexible steel wire ropes are now passed and secured in the following manner: Aboard the war ship, the ends of these steel wire cables, previously rove through two travelers with patent hooks, to be rove in turn through stout blocks, secured by wire straps at sufficient height up the mizzenmast, and the ends brought and secured to the foot of the mainmast. Aboard the collier the ends must be rove through leading blocks on each quarter of foreyard or heads of coal derricks, and ends set up to ballards or other conveniences in the gangway. Then the coaling begins either by means of tipping tubs or coal bags; the former, the designer of the plan estimates, should be of half a ton capacity, or, in the case of the latter, five bags to one hoist. The hauling lines are attached to the travelers and brought to either steam capstan or winches. Each collier has two whips in each quarter of her foreyard for hoisting and lowering away.

In the discussion which followed the description of the new plan, the general sentiment, as expressed, was of unbelief in its feasibility, the grizzled old sailors present insisting that it would be perilous to have a collier so close astern of their ships as was necessary for that; a heavy load swinging on a line between the two ships would tend to bring the collier in collision with their stern posts and rudders.

It is not unlikely that this vexed and vexing question of getting fuel at sea may be settled in the near future by the adoption of oil for fuel. Then the problem will be an easy one, for, even in rough weather, a steam vessel loaded with oil can safely come near enough to leeward of another steamer to take aboard a slack hose pipe, whence oil may be pumped into the empty tanks of war steamers.—Scientific American.

A NEW CANADIAN STEAMER.

Messrs. Thomas Marks & Co., have given the order for a ship, which is now in course of construction on the Clyde. She will be 253 feet long, 40 feet beam, and 23 feet depth of hold. She will carry 2,000 tons of cargo, or 67,000 bushels of wheat, on a draft of 14 feet of water. The full import of the figures is here; beyond any doubt she will carry 67,000 bushels of wheat to Kingston without lightering. This will stamp her as the biggest carrying vessel of her size on the lakes. Then her engines will be of such a power as would enable her to tow a vessel as large as herself if need be. The contract calls for a ship to meet all requirements of Lloyds for ocean vessels and to have all the extras demanded by the exigencies of lake navigation, and for her to be completed by the 15th of April next. The length of the vessel will necessitate her being cut in two to pass through the St. Lawrence canals, but she will be joined at one of the lower Ontario ports, probably on the American side at Ogdensburg, and thus the dangers of towing the two parts across Lake Ontario will be avoided. We may expect to see the new ship at Port Arthur by June 1. How much will the vessel cost? That is a very natural question, and an answer is needed to make the information complete, but, as the editor does not know he cannot enlighten his readers. But there is some little light can be shed upon that subject, and it is this: To build such a vessel as this will be, at Detroit, would cost at least $200,000; this will not cost nearly that sum, indeed the interest on the difference between that sum and what she will cost would be almost a profit. The ship will probably cost 30 per cent less to build on the Clyde than at Detroit. The celebrated ship building firm of Napiers have the contract; and the hull will be of the best mild steel. It looks as though Mr. Marks was not only going to bring great credit on the town, but had also done a big stroke of business for the firm. The above from the Port Arthur Herald is followed by this paragraph from the Detroit Free Press.

Robert Napier, of Glasgow, Scotland, was in the city recently, and visited the Detroit drydock company's yards, both here and at Wyandotte. The ship building firm in Glasgow of which Mr. Napier is a member has taken the contract of building a steel steamship for Thomas Marks & Co., of Port Arthur, and Mr. Napier is here getting some pointers on the requirements of a lake steamship. He obtained an interview with Frank E. Kirby, constructing engineer for the Detroit drydock company, and as a result Mr. Kirby will look over the plans of the new boat and make such suggestions as he may think proper to fit her for lake navigation. It is proposed to build her full Welland canal size. Her bottom will be made double so as to guard against sinking in case of striking rocks. She will have two decks and be used entirely as a freight carrier. Her engine will be triple expansion with cylinders 21, 31, and 52 by 36 inches, and her boiler will be 13 feet and 6 inches by 9 feet and 6 inches. The propeller will be 12 feet and 6 inches in diameter. It is expected that she will carry 2,000 tons of freight on fourteen feet of water and make twelve miles per hour. This steamship will be ready for business at the opening of navigation next season.

LITERARY NOTICES.

THE CENTURY.—The conclusion of the battle series is emphasized in this number by an admirable presentation in text and pictures of the breakup of Lee's army and the surrender at Appomattox. The article is by General Horace Porter, and is entitled "Grant's Last Campaign." It includes a careful description, from notes made at the time, of the historic scene at the McLean House, Appomattox. Among the illustrations are a portrait of Sheridan in the uniform which he wore on the ride to Winchester; also a curious portrait of General Grant, giving both profiles and showing him with no beard except side whiskers, together with war-time sketches from life by Winslow Homer, including a funny one of Lincoln, Grant, and Tad Lincoln, and by William L. Sheppard and A. R. Waud, with other pictures from war-time photographs. With the November number the Lincoln history reaches a most interesting part of the great President's career, the period between his election and his inauguration, and one upon which, by their personal relations to him, Messrs. Nicolay and Hay are able to throw much new light.

ST. NICHOLAS.—Louisa M. Alcott contributes one of her charming stories, entitled "Pansies," to the first number of the new volume of St. Nicholas. It is followed by a bewildering array of short stories, entertaining sketches, and bright jingles and verses.

The Marine Engineers' Assoiation is the largest, strongest, and wealthiest engineers' association in the United States, excepting the Brotherhood of Locomotive Engineers only.—Mechanical Engineer.

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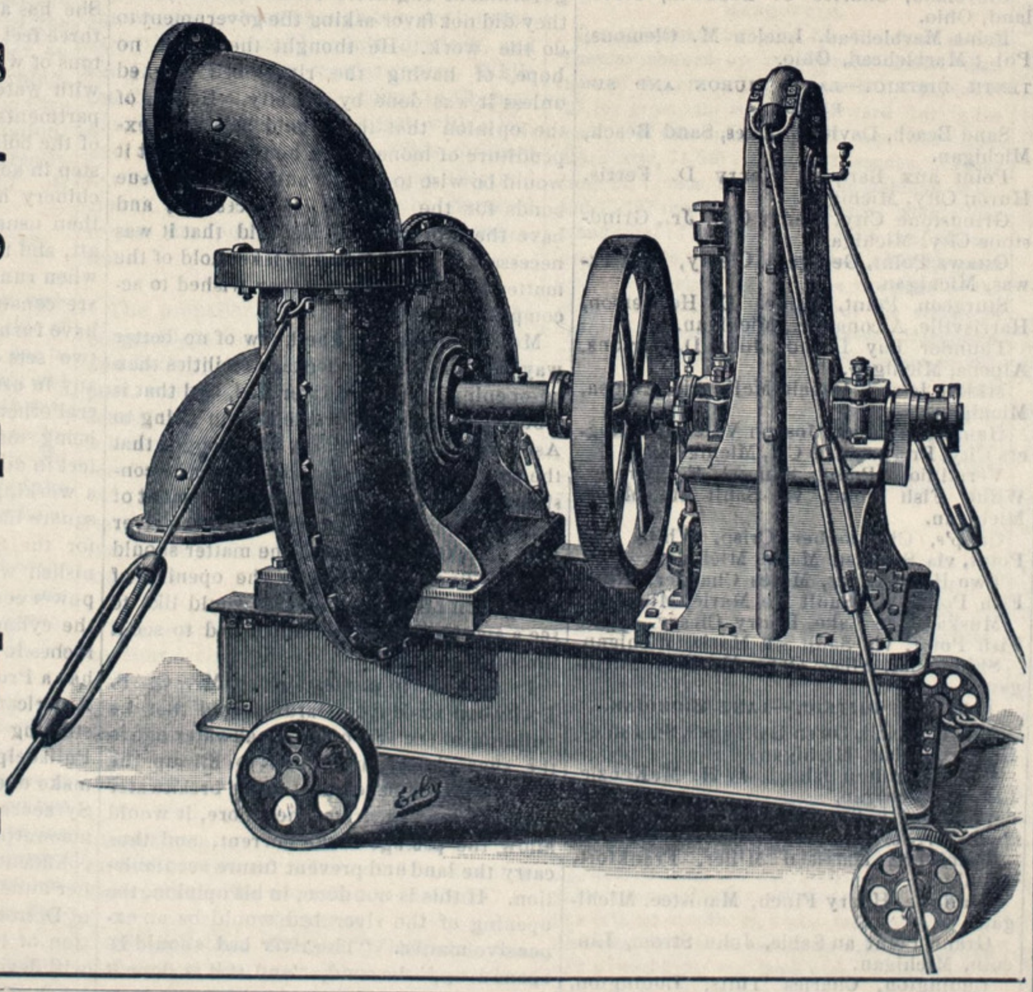

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

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CLEVELAND, O., THURSDAY, NOV. 17.

REVOCATION OF LICENSE.

The recent order of the treasury department relative to the revocation of officers' licenses is a good one, and can, in no manner, do injustice. We have heretofore directed attention to the custom of inspectors in certain districts to revoke a license for a longer term than one has been issued for; and on the other hand, the suspension of an officer's license in winter for a term of four or five months for cause. The last penalty on the lakes is simply absurb it it is the desire of the department to punish an offender. The former is unjust for the reason that it is an attempt to take from a man something he has not got. It is like the old English law of imprisoning a man for debt until he pays. It will be observed that the ruling of the supervising inspector is one of common sense and equity. The license, issued to a pilot or engineer, authorizes them to follow their respective avocations for the term of one year, but the statute, under which the same is granted, reserves the right to suspend or revoke the license upon satisfactory proof of bad conduct, intemperate habits, incapacity, inattention to duty, or any willful violation of the regulations, but the statute does not prescribe the time or limit of such suspension. It was not deemed necessary. It was not supposed that a local inspector would suspend an officer from duty for a longer term than his license was issued for. On the other hand, it is not, on the lakes, considered a hardship or punishment for an officer to have his license suspended in November for five or six months, unless he is over sensitive, because such suspension does not deprive him of any of his yearly earnings, navigation having been practically suspended. In a case of this nature the suspension should be made to date from the 1st of April. The delinquent would then realize that he was being punished for any neglect or disqualification.

Section 4450, Revised Statutes, requires the board of local inspectors to investigate all acts of incompetency or misconduct committed by any licensed officer while acting under the authority of his license, and if upon the evidence taken at such investigation the board is satisfied that the officer is incompetent, or has been guilty pf misbehavior, negligence, or unskillfulness, or has endangered life or wilfully violates any provision of the statute, it becomes its duty to immediately suspend or revoke his license. While the officer stands suspended he can not exercise the duties of his office, but such suspension can not extend beyond the date at which his license will expire by its own limitation. Should the suspension expire before that date, the officer becomes again vested with all the rights and duties appertaining to his office for the balance of the time for which he was licensed, without any further action on the part of the inspectors, and no suspension, although it cover the entire period for which the officer was licensed, will operate to disqualify him for re-examination and appointment. When the license of an officer is revoked he can not be reinstated without a re-examination and appointment, but this may take place at any date subsequent to the revocation. Whether the board in any case shall suspend or revoke a license is a matter purely within its discretion, acting, as it does, in a quasi-judicial capacity when conducting an investigation. But, in my opinion (Solicitor McCue), the suspension or revocation can not, in any case, extend beyond the time for which the officer was appointed under the statute. In other words, the law does not empower the board of local inspectors, for any cause, to permanently disqualify a person from holding any one of the offices in question.

THE LIFE SAVERS.

The terrible experience of lake vessels during the dangers to which mariners are exposed induced a paternal government to provide some assistance from shore that the chances for the rescue of the brave sailor would be augmented. The establishment of the life saving service is one of the best and most humane in the country, and thousands of men can testify to its usefulness. It has been customary on the lakes to discharge the crew, except the captain of the station at the close of navigation. This may be right from economy, but it is a drawback to the service and an injustice to the brave men who have risked their lives during seasons of storm to be set adrift in the winter when almost every position wherein men may gain a living have been filled. We trust the government will change this custom and retain life saving crews on the lakes the entire year, for the reason that if crews are kept together they become more proficient in drill, cooler in time of danger, and more efficient in the use of the apparatus. Following is a list of the life saving stations on the lakes, and postoffice address:

NINTH DISTRICT—LAKES ONTARIO AND ERIE.

Big Sandy, William Fish, Ellisburg, New York.
Oswego, John Blackburn, Oswego, New York.
Charlotte, Joseph O. Doyle, Charlotte, New York.
Buffalo, Thomas Williams, Buffalo, New York.
Erie, William Clark, 432 French street, Erie, Pennsylvania.
Fairport, George F. Babcock, Painesville, Ohio.
Cleveland, Charles C. Goodwin, Cleveland, Ohio.
Point Marblehead, Lucien M. Clemons, Point Marblehead, Ohio.

TENTH DISTRICT—LAKES HURON AND SUPERIOR.

Sand Beach, David E. Dues, Sand Beach, Michigan.
Point aux Barques, Henry D. Ferris, Huron City, Michigan.
Grindstone City, Henry Gill, Jr., Grindstone City, Michigan.
Ottawa Point, George S. Cleary, East Tawas, Michigan.
Sturgeon Point, James E. Henderson, Harrisville, Alcona Co., Michigan.
Thunder Bay Island, John D. Persons, Alpena, Michigan.
Middle Island, Donald McKenzie, Alpena, Michigan.
Hammond's Bay, Joseph Valentine, Rogers City, Presque Isle Co., Michigan.
Vermillion Point, Samuel F. Bernier, White Fish Point, via Sault ste Marie, Michigan.
Crisp's, Christopher Crisp, White Fish Point, via Sault ste Marie, Michigan.
Two Heart River, Moses Chartier, White Fish Point, via Sault ste Marie, Michigan.
Muskallonge Lake, Henry Cleary. White Fish Point, via Sault ste Marie, Michigan.
Ship Canal, Albert Ocha, Hancock, Michigan.

ELEVENTH DISTRICT—LAKE MICHIGAN.

Beaver Island, Owen Gallagher, St. James, Beaver Harbor, Michigan.
North Manitou Island, J. H. McKenzie, Leland, Michigan.
Point Betsy, Thomas E. Matthews, South Frankfort, Michigan.
Frankfort, Harrison Miller, Frankfort, Michigan.
Manistee, Henry Finch, Manistee, Michigan.
Grand Point au Sable, John Strom, Lincoln, Michigan.
Ludington, Charles Tutts, Ludington, Michigan.
Pent Water, Martin Oswold, Pent Water, Michigan.
White River, Charles Haight, White River, Michigan.
Muskegon, Henry J. Woods, Muskegon, Michigan.
Grand Haven, James Beauvais, Grand Haven, Michigan.
Holland, Charles Morton, Holland. Michigan.
South Haven, Barney Cross, South Haven, Michigan.
St. Joseph, Wm. L. Stevens, St. Joseph, Michigan.
Chicago, Telesford St. Peter, I. C. Pier No. 1, Chicago, Illinois.
Evanston, Lawrence O. Lawson, Evanston, Illinois.
Kenosha, Benjamin G. Cameron, Kenosha, Wisconsin.
Racine, John Lysaght, Box 683, Racine, Wisconsin.
Milwaukee, Neils Peterson, Milwaukee, Wisconsin.
Sheboygan, Thomas D. McBride, Sheboygan, Wisconsin.
Two Rivers, Oliver Pilon, Two Rivers, Wisconsin.
Sturgeon Bay Canal, William Nequette Sturgeon Bay, Wisconsin.

THE lighthouse board made estimates of appropriations for lighthouse establishment during the next fiscal year aggregating $2,167,500. Among items are the following: For repairs to Spectacle reef light station, Michigan, $15,000 for a light at Simmons' reef, Mich., $60,000; for a light on Squaw island, Mich., $35,000; for a light at Eleven Foot shoal, Mich., $60,000; for a supply depot for Michigan district, $50,000.

HARBOR IMPROVEMENTS.

An interesting meeting of the board of industry was held last week in the rooms of the board of trade, and the attendance was quite large. General Barnett was busily engaged and in his absence Mr. W. J. Boardman was chosen to preside. The important question discussed was the enlargement of the breakwater, and the opening of the old river bed, so as to increase the maritime facilities of Cleveland. A committee on enlargement of the breakwater was appointed at a former meeting, and a partial report was made by ex-Mayor George W. Gardner. He said that the committee had met with Major Overman, the government engineer, and the conclusion had been reached that statistics should be gathered and forwarded to the war department showing the necessity of the proposed improvement. Mr. Gardner said that it was necessary to convince the secretary of war that the improvement was important before anything would be done in the matter. He said further that the board of trade had taken an interest in the enlargement of the breakwater, and had requested their committee on rivers and harbors to cooperate with the board of industry. It was thought that a petition signed by these boards would have more effect with the powers than a long list of names. On suggestion of Mr. Gardner the Vessel Owners' association of Cleveland and the Lake Carriers' associations will be asked to unite with the board of industry in an effort to bring about the enlargement of the breakwater.

Mr. C. B. Lockwood brought up the question of opening the old river bed, and said that he was certain that the government would not open it. He had spoken to two government engineers relative to this, and they did not favor asking the government to do the work. He thought there was no hope of having the river bed opened unless it was done by the city. He was of the opinion that this would be a wise expenditure of money, and he thought that it would be wise to get the authorities to issue bonds for the purpose, if necessary, and have the work done. He said that it was necessary for the board to take hold of the matter with some vigor if they wished to accomplish anything.

Mr. Crum said that he knew of no better way of increasing the dockage facilities than by opening up the old river bed, and that it would prevent many vessels from going to Ashtabula and other ports. He thought that the two most important matters to be considered by the board was the enlargement of the breakwater and the opening of the river bed. Mr. Crum said that the matter should be put under way before the opening of navigation next year, and he would like to see a special committee appointed to see it through.

In answer to a question by Mr. C. B. Lockwood ex-Mayor Gardner said that the building of the arm of the breakwater out to the shore had caused sand to fill up the pocket. He believed that if the breakwater was taken away from the shore, it would allow the passage of the current, and thus carry the land and prevent future accumulation. If this is not done, in his opinion, the opening of the river bed would be an expensive matter. "The river bed should be opened up," he said, "and if it is done it will add materially to the maritime interests of the lake. Part of this land is leased to ship builders who are among the largest on the chain of lakes, and they will not give the land for dock purposes uoless they are compelled to do so. If this opening is made vessels will have two ways of coming in during bad weather. I think that the government should do the work." Mr. W. J. Akers favored the project, saying that it was of the utmost importance. Mr. W. J. Boardman said that it might cost more to open the river bed than to build docks on the inside, and then, on motion of William Edwards, the entire matter was referred to the committed on docks. Mr. Gardner said that he douted if the city could build docks on the inside, as the railway companies own part of the water line properties.

LAKE CARRIERS' ASSOCIATION,

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARCTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

BOARD OF MANAGERS, 1887.

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MARINE RECORD—OFFICIAL PAPER.

BUFFALO, November 17, 1887.

AT the request of the Lake Carriers' Association the lighthouse board has directed that the spar buoys in the St. Mary's river be left until navigation is closed. The can buoys will be raised and replaced with spar buoys of the same color.

LAUNCH OF THE HUDSON.

WYANDOTTE, November, 16.

To-day the Detroit drydock company launched at Wyandotte a large steel steamship for the Western Transit company. This steamer is designed for general merchandise freighting between Chicago and Buffalo, and is pronounced by expert judges the best modeled and finest equipped boat that was ever built in a lake shipyard. According to the contract she is to carry 2,650 tons of cargo on a draft of 15½ feet, average thirteen miles an hour when loaded, and cost $275,000 each. Mr. Frank A. Kirby designed every part of the hull, the machinery, and the outfit. She is 304 feet long, 286 feet keel, 41 feet beam, 26 feet molded depth, and 8½ feet between decks. The general appearance of the hull is practically the same as the Syracuse and Albany. But in construction and the arrangement of her machinery she differs materially. The Syracuse and Albany are steel only to the main deck, the upper part being wood, while the new boat is plated with mild steel to the spar deck. The main deck is entirely of iron, while the upper deck is sheathed with wood. She has a double bottom, with a space of three feet between the two bottoms for 650 tons of water ballast. The hold is spaced off with watertight bulkheads into eight compartments. In the construction and position of the boilers and engine another important step in advance has been taken. The machinery has been placed farther forward than usual, making room for a cargo hold aft, and thus securing a better trimmed boat when running light. Her two boilers, which are constructed of the best quality of steel, have furnaces at both ends and are fired by two sets of men. In this they differ from any in use now on the lakes, although several others of similar construction are now being made. They are eleven and one-half feet in diameter and eighteen feet long, with a working pressure of 160 pounds to the square inch. The new ice breaking steamer for the Straits of Mackinaw will be furnished with similar boilers. Her motive power consists of a triple expansion engine, the cylinders of which are 23, 36, and 62 inches in diameter by 48 inches stroke. She has a Providence steam windlass from the American Ship Windlass Co. and steam steering engines from Williamson Bros. of Philadelphia. It is expected that she will make one mile per hour better time than the Syracuse or Albany at a saving in fuel amounting to 20 per cent, while others are confident that she will be even faster than her builders promise. Captain James Millen, of Detroit, who has watched the construction of the new steamer, predicts that she will develop a speed of fifteen miles an hour when crowded. Another particular in which she differs from the Syracuse and Albany is that by the new arrangement of her boilers her two funnels are placed fore and aft instead of athwartships, as has always been the custom on the lakes. This brings her one step nearer the ocean steamship and adds greatly to the general beauty of the steamer. In spars and rigging no change of importance has been made, and the beautiful lines and handsome model of the others have been retained in the new boat. The wheel is 13½ feet in diameter and 17 feet pitch. Within a few days after the boat is launched she will be ready for sea and will make a trip to Buffalo, where she will go into winter quarters.

It is said that the new steamer which is to be built for the Detroit & Cleveland Steam Navigation Co. will at once go on the blocks from which this fine vessel was launched.

HEROISM REWARDED.

It is a great pleasure for the Marine Record this week to say that the Canadian volunteer crew of life savers at Goderich Ont., under command of Captain Wm. Babb, have been rewarded for their heroism in saving the lives of the crew of the schooner Maxwell, Captain Packer, wrecked off that port in November, 1885. This decision is expressed to us as follows:

TREASURY DEPARTMENT,
OFFICE GEN'L SUPT LIFE SAVING SERVICE,
WASHINGTON, D. C., November 15, 1887.

A. A. Pomeroy, publisher of the MARINE RECORD, Cleveland, Ohio.

DEAR SIR: I take pleasure in informing you that a gold life-saving medal was awarded Captain Wm. Babb, and a silver one to each member of his crew, by the secretary of the treasury, on the 12th instant. The director of the mint has been requested to prepare the medals. Please have Captain Babb and his crew state to what address they shall be sent, and they will be forwarded accordingly upon their receipt from the mint. Respectfully yours,

S. I. KIMBALL,
General Superintendent.

TREASURY DEPARTMENT
BUREAU OF NAVIGATION,
WASHINGTON, D. C. November 14, 1887.

To the Editor of the Marine Record, Cleveland, O.

This government is advised by the French minister at Washington, that his government has, through its resident at Grand Bassam, (Guinea Coast) declared a blockade of the coast of Ehrie, commencing at Abra, and extending to, but not including Dabon.

Respectfully yours, C. B. MORTON,
Commissioner.

A PLAN for hoisting improvements has been prepared which, if carried out, will make the N. Y., P. & O. ore docks the most complete of any on the chain of lakes. It will include thirty hoisting machines of the most approved pattern. There are ten of these machines now in operation on the docks, and the plan involves the provision of twenty additional machines. With these additions and the dock frontage now controlled by the company, that company will be enabled to unload ten of the larger vessels at once.

A NEW COMPASS.

The Alta California gives an account of the test of a new compass invented by Leon Sirieix, a Frenchman by birth, and a graduate of the French Polytechnic. The compass as exhibited consists of a brass cylinder divided into two compartments. The lower compartment contains the corrector of the needle, while the upper division contains the compass card, which is swung on a pivot, as in the ordinary compass. On one side of the cylinder, close to the base, is a screw, and in the center of the base is another. These are the adjusting screws, the first, A, being used for correcting the permanent magnetism, and the other, B, for the correction of the induced magnetism. The inventor placed his compass on an imaginary ship, and laid her head due north, or in other words, made the "lubber line" form one with the pole on the wall. The needle then pointed due north. On the other courses the same result was attained. The needle never deviated one degree from the north. Iron was placed around the compass, and the needle was observed to deviate a degree west. The inventor moved screw, B, and adjusted the needle carefully. The imaginary vessel was swung again, and on every course the needle pointed due north. It was also shown that the compass had no "heeling error," which is caused by the rolling of the vessel. A most severe test was applied, but the card remained perfectly horizontal. The Sirieix compass was revolved at a great rate, much more than could ever be attained in swinging a ship, and directly the motion was stopped the compass card was seen to be still pointing north, and it has moved little more than half a degree on each side of the "lubber line." The compass card was spun round at a great rate. Left to itself, it became dead in about one minute's time. An ordinary compass would revolve probably five minutes or more. Mr. Sirieix has in his compass avoided the use of compensating magnets placed in the deck or binnacle, vertical bars, and other arrangements necessary to the compasses mentioned, He has, to use his own expression, "centralized and neutralized" the magnetism of the ship in a spot directly beneath the compass card, thus succeeding where others have failed. The Alta says: "Prof. Sladky, of the University of California, has testified in writing to the splendid performance of Mr. Sirieix's instrument, and it has also been examined by Lieutenants J. B. Milton, E. J. Doro, and G. M. Stoney, of the U. S. Navy, all of whom agree as to the efficiency of the compass."

[Around the Lakes Continued from 1st Page.]

$1.50; Ontario, $2; Ogdensburg, $2.15; Montreal, $3.50.

Collector Seeberger has established a ranch of the signal service department at the barge office, which has been fully equipped, and will be ready for operation this week. The branch has been provided for the especial benefit of vesselmen, and hereafter officers of departing craft can secure information as to the winds, weather probabilities, and other impending chances so indispensable to the safety of those who go down to the sea in ships.

The crew of the schooner Blazing Star arrived in Chicago Monday and reported that vessel on Fisherman shoal in Georgian Bay and pounded to pieces. She is insured in the Buffalo hull pool for $6,600. All hands were set to work throwing the cargo overboard. They got off the deck load and part of the cargo in the hold, but the more the vessel was lightered the further upon the rocks the sea would drive her. Captain Comerford became satisfied that the vessel could not be released and abandoned her, all hands getting into the yawl and rowing over to Plum island. After staying there awhile they pulled to Pilot island, where they were picked up by a steambarge and brought to Chicago, Captain Comerford alone remaining on the island to see that no one stole the outfit of the vessel. When the crew got here they went to the shipping office and reported the wreck, the shipping master telephoning the news to the insurance agents. That was the first information received here that the vessel was in trouble. Captain Comerford bought the schooner last spring for $8,000. She is 265 tons and was built at Manitowoc by Richards in 1873, classed A2, and valued at $6,000.

Grain freights are now quoted at 2½ cents on corn to Buffalo.

Messrs. Chas. P. Willard & Co., Chicago, have just shipped from their works on the north branch, a twin screw steamer, 70 feet long, 16 feet beam, 3 feet draft, for Messrs. Otero & Co., agents of the Pacific Steam Navigation Co. at Buena Ventura, Republic of Colombia, South America. The boat has a steel boiler of the Scotch type, 70 by 96 and two 10 by 12 inverted cylinder high pressure engines, fitted with keel condenser and water tank, for salt water navigation. The boat will be used on the South American coast, from Panama, to Buena Ventura. It has been constructed here, and taken down and shipped to San Francisco, and will be re-erected and launched there.

WILLIAMS.

DETROIT.

Four years ago the propeller St. Paul of Ward's line took fire at Detour and was scuttled. She was raised and brought here, when the sulphuric acid and lime once more caught fire and she was again scuttled to save her, and afterwards raised and repaired. The insurance companies paid $15,000 for repairing the propeller, but refused to stand the expense of raising her. John W. Wickham, owner of the St. Paul, brought suit against the companies, and after four trials obtained a verdict against the following: Liverpool, London & Globe, Security insurance, Fire Insurance Association, Queen's Greenwich, Mechanic's and German fire insurance company. The total verdict amounts to a little over $12,500.

While the steamer John B. Lyon was leaving Detroit, grain laden for Buffalo, she ran aground at the limekiln, and in trying to release herself she struck a stone and broke all four buckets off from her wheel. A telegram was sent to Buffalo for another wheel and the steamer was towed to the Fulton elevator, where 25,000 bushels of her cargo were lightered to enable her to go into drydock. She went into drydock at Detroit.

The steamer Minneapolis changed owners. She was reported sold by Mr. E. M. Peck, of Detroit, to Parker and Millen of Detroit. The consideration in the case could not be definitely ascertained.

The propeller Boston, laden with grain and flour from Chicago, stranded Sunday night on the foot of Bois Blanc, Detroit river, and is being got off by the wrecker Saginaw and tug Jessie.

The ferry steamer Excelsior has gone to release the schooner David Vance, stranded at the lower end of the river, bound down.

The *Detroit Tribune* says: The Detroit drydock company have had in use this fall every foot of dock and yard space that they could possibly make available, and the close of the ship building season will show the largest record of operations in their history. Marine men are looking forward with interest to the completion of the mammoth car ferry now being built by this company. Strange as it may seem, it is asserted for this vessel that in an ordinary winter she would be able to keep open navigation between Buffalo and Chicago and make uninterrupted trips the year round.

"The construction of this boat," said an old marine engineer, "will be the most advanced step forward ever made in vessel building on the lakes. If she can accomplish all that is claimed for her, it will show the possibility of putting a class of freight carriers on the lakes that can maintain a passage through the Straits the year round."

SAND BEACH.

Special to the Marine Record.

The past week has been a lively one, ninety-six craft having entered the harbor for refuge.

On the 6th there were the steamers Edward Smith and three, Wm. Cowie and two, Burlington and four, Michigan and two, Sanilac, Sakie Shepherd and schooners H. J. Webb, D. M. Winslow and two, Thomas S. Christie and one, D. C. Whitney and one, E R. Williams, tugs Champion, Oswego, and A. Sumner, barges Mattawan, R. C. Brittain. On the 9th the Leland, H. C. Schnoor, schooner H. C. Winslow, tug Roy, and propeller A. J. Wright. The 10th there were the steamers Philetus Sawyer, D. Ballentine and one, V. Swain and one, Mocking Bird, C. W. Cheney and two, P. H. Birckhead and four, schooners Marion W. Page, Arthur, Ada, Medora, tug Castle, and propellers Atlantic, Wyoming, Grand Traverse, Escanaba, and Sam'l F. Hoyt. And on the 12th the Lansing, Arctic, City of Alpena, Champion, Sovereign, Fessenden, and Kalkaska.

Last Thursday the schooner Consuella, lumber-laden, from Presque Isle to Detroit, ran ashore at Port Hope. A tug was telegraphed for, and the Castle, from Port Huron, responded. On her way up and abreast of here, she picked up the life saving crew and took them along to help run lines, etc., but a heavy sea prevented any work being done, and the life savers took the schooner's crew off and brought them down here to the station where they are being cared for. Sunday morning the Castle, with the scow Lula Whiting, to be used as a lighter, started out to release the Consuella if possible.

Sunday morning the Mocking Bird towed the Canadian schooner Marquis inside the harbor, in a water-logged condition. The Marquis left St. Michaels Bay Friday morning, and when about forty miles outside her steering gear became disabled and she became unmanageable and wallowed in the trough of the sea until Saturday night, when she was sighted by a steambarge, off Point au Barques which called a tug. The Mocking Bird responded and picked her up. The tug has gone to Port Huron for a steam pump and will tow her below.

The schooner A. Boody, loaded with iron ore from Escanaba, went ashore Friday morning, just outside of the Port Austin light. Several attempts were made to take off the crew and the Point au Barques life savers got within one hundred feet of the stranded boat, but could not reach her on account of heavy seas. Saturday morning, however, two crews from Grindstone City and Point au Barques life saving stations took off the men, who had suffered greatly during the night from the intense cold. It is thought the schooner can be saved.

LUFF.

BUFFALO.

The drydock strike is virtually at an end. About thirty strikers accepted the terms of the shipyards, signed an agreement not to object to or molest non-union workmen, and agreed to go to work Monday, but with few exceptions were afterward prevailed on by the strikers to violate the agreement. No concessions were made on the side of the shipyards. A full force will probably be at work next week.

The underwriters have sold the schooner Seaton, as she lies in drydock, to Captain Charles McMillan, late master of the schooner Queen of the West, and H. B. Tuttle, for $800.

The collision between the Calumet and the Onoko in St. Clair river was caused by the breaking of the former's wheel chains.

The propeller W. H. Gratwick catches it again with a shortage of 176 bushels on her Chicago cargo. With the exception of one big overrun she has been on the shortage list quite numerously this year. The schooner Montana was 63 bushels short from Sandusky.

The propeller Tioga has completed twenty-three round trips to Chicago, carrying a cargo every time. She must make two more. The steambarge Calumet arrived light from Ashtabula and will at once lay up. Her port side was not much damaged where she and Onoko came in collision.

The shipyard strike is practically unchanged. Five men resumed work at the Union yard.

The Canadian schooner British Lion is in Port Colborne with her centerboard gone, preparing to lay up for the season.

Ore shipments from Marquette, Escanaba, St. Ignace, Ashland, and Two Harbors have reached 4,238,092 tons, which is 903,149 tons more than last year to date.

The propeller Geo. L. Colwell is at Duncan City with all but one bucket of her wheel gone. Her barges were not so badly off as reported. The Bay City was pumped out, and all will be towed to destination with their lumber.

MILWAUKEE.

The boiler of the propeller Jay Gould, which left Chicago last Friday morning, sprung aleak when off Kenosha, putting out the fires and leaving her helpless. The mate with the others of the crew pulled ashore in a yawl, several miles distant, and telegraphed to Chicago for a tug. For twelve hours the Gould rolled about in the sea, springing a bad leak. As the fires were out the siphon could not be used and the hand pumps were manned about midnight. Before assistance arrived temporary repairs had been made to the boiler so that steam could be raised and she came along slowly. At 4 o'clock Saturday morning the boiler gave out and left her helpless. She was then off the south point of Milwaukee. Both anchors were let go but one anchor chain parted and she drifted over the reef until she struck on the rocks. Her signal of distress was discovered by the propeller City of Ludington, which sent two tugs and a crew to her. A heavy sea was running, all of the Gould's lines parted and then a hawser was secured with which she was pulled over the reef. She had pounded so badly that she leaked worse than before. By request of Captain Smith the life saving crew and revenue cutter Johnson stood by to take off the crew, as he feared she would go to the bottom. At last she was brought in in safety and a rotary steam pump was placed on board to prevent her sinking in the river. She was pumped out and docked in the morning. Her rudder and shoe are gone and her bottom is thought to be badly damaged. The cargo of 33,000 bushels of oats, and about 800 tons of general merchandise from Chicago, is all in her hold, and is more or less damaged. Austrian and Spencer, of Chicago, are here looking after the vessel and her cargo.

The steamship Maurice B. Grover, which bent her shoe and broke her shaft at the Sault, and came here to go into drydock, could not get a dock, and her owners ordered her to Escanaba to load ore.

MINORVILLE.

The propeller L. Colwell arrived here Monday evening in a partially disabled condition, her wheel having one bucket left. While off St. Helena, on her way up, one of her consorts, the barge Bay City, sprung aleak, and had to be towed into Cheboygan. After pumping her out, it was found that she was not leaking enough to make it necessary that she should go into drydock, and she proceeded on her regular course. While the Colwell was turning around in Cheboygan her wheel came in contact with a log, and was badly smashed up. This disabled her so much that the tugs Duncan City and Avery, of Cheboygan, had to be chartered to tow the lumber barges to their destination.

ALPENA.

The propeller Garden City, towing the barges Light Guard, Russia, Wend the Wave, and Lathrop, bound from Cleveland to this port, went ashore on Black river reef in a dense fog at 2 o'clock Tuesday morning. She is loaded with coal and oil. The crew all saved. The tug Ralph, Captain Richardson, went to her assistance and succeeded in releasing her and brought her to this port. Her wheel and shoe are gone and she is leaking badly.

ESCANABA.

The captain of the wrecked schooner Blazing Star arrived here. The boat is out four feet and is in six feet of water and the same amount is in her. The captain has given her up to insurance companies.

FRANKFORT.

The United States marshal seized the tug D. P. Hall on a claim of the Otter creek lumber company for $3,500 for the loss of a raft of lumber on October 15 at Sleeping Bear point. She was taken to Manistee.

LORAIN.

The schooner Richard Winslow is unloaded, but was leaking about seven inches per hour. Twelve extra men were employed constantly at the hand pumps to keep her afloat.

The schooner Selkirk has finished her season's work and is now being laid up at this port.

GRAND HAVEN.

The steamer City of Milwaukee, is laid up at this port for the season.

OWEN SOUND.

The schooner Atlantic attempted to go to Collingwood Friday morning, but failed on account of the sea. She got as far as Medford, but could not make that port or proceed further and had to turn back. While she was passing the Clay banks a tremendous wave struck her forward, throwing her on her side. At the same time another wave caught her on the other side, sweeping her decks from forward aft, washing movables overboard and washing two of her metallic life boats over, breaking the davits and stanchions like mere straws. She will lie here and repair. The mate has driven down here in the hopes of finding her boats.

The fishing tug boats arrived down at noon of the 12th with the crew of the schooner Bessie Barwick, which were supposed to have been lost by the foundering of the vessel during a recent gale in Lake Superior. The captain of the Barwick reports that the schooner sprung a leak and was abandoned about midway between Michipicoten island and the mainland on the north shore of the lake at 5 p. m. on October 28, and the crew succeeded in reaching an uninhabited shore. They were two weeks coasting down the lake before reaching the Dog River fishing grounds.

SAULT STE MARIE.

The captain of the towbarge Alta, up bound, reports that at 6 p. m. on Wednesday, when ten miles southeast of Thunder Bay light, Lake Huron, George H. Soper, first mate, while slewing jib, lost his hold and was drowned. It was impossible to render assistance. The captain thinks he lived in Detroit.

The steamer W. H. Stevens arrived here late last Sunday with the disabled steamer S. E. Sheldon and the wrecked schooner Alva Bradley in tow. The Sheldon left Marquette Saturday with the Bradley, which she is to tow to Cleveland. She became disabled off Sable point by the holding-down bolts in her main journal giving out. But for the timely assistanee of the Stevens the Sheldon and Bradley would now be adrift in mid lake in a heavy northeast gale. Much credit is due Captain Campau for services rendered the disabled tow. The Stevens herself is disabled with a broken wheel, and the forty-eight hours delay will probably cause her the loss of a round trip from Buffalo to Duluth. The Alva Bradley is kept free with one steam pump.

PORT COLBORNE.

The steamer Oswegatchie with two barges in tow, bound to Buffalo laden with lumber from Alpena, went ashore on Point Abina on the night of the 9th during smoky weather. The steamer threw overboard about 50,000 feet of lumber, and succeeded in working herself off. She came here for assistance. Two tugs went to the barges at once, but on account of the heavy sea that was running they were forced to return without doing anything. They went to them again, and found the barges full of water and deserted. The crews had gone ashore.

The schooner Mary, of St. Catharines, bound from Cleveland to Thorold laden with coal went ashore early Tuesday morning on Morgan's Point, seven miles above here. She went on in thick weather. Two tugs went to her assistance and managed to pull her off. The vessel is leaking a little, but otherwise it is thought her damages are very slight.

MARQUETTE.

Ore shipments by lake for the week ended Tuesday showed up considerably better than those of the proceeding two weeks. A total of 123,166 gross tons was sent forward during the week. Of this amount 27,577 tons went from Marquette, 71,549 tons from Escanaba, 679 tons from St. Ignace, 11,254 tons from Ashland, Wis., and 12,107 tons from Two Harbors, Minn. The grand total of lake shipments from the Lake Superior mines has now reached 4,238,092 gross tons, this being 903,149 tons in excess of the shipments at the same stage or the season in 1886. By ports to date this season: Marquette, 784,593; Escanaba, 1,982,766; St. Ignace, 88,795; Ashland, Wis., 1,021,742; Two Harbors, Minn., 380,196; Total, 4,238,092. By ranges the shipments have been as follows: Marquette range, 1,709,636 tons; Menominee range, 1,084,373 tons; Gogebic range, 1,067,887 tons; Vermillion range 380,196 tons.

CHEBOYGAN.

The tug Gladiator, with a complete outfit and lighter, will form a new wrecking expedition this fall, and will be stationed at Macinac Island the remainder of the season of navigation. This, with Grummond's powerful wrecking combination stationed here, will more than meet the wants of the shipping interest of the lakes.

Louis Marquis, who was placed in jail last winter for having disposed of part of the coal cargo of the schooner Delaware while keeping the ship and who afterward escaped, was captured on the schooner Belle Hanscomb, in harbor. Marquis made a desperate resistance, but was overpowered and brought ashore.

The steamer Osceola, ashore near Sand Beach is in a critical condition, and a message received here says that more assistance will be required and a wrecking tug from here in addition to those there will be necessary. A wrecking tug will go to her at once.

Add Toronto.

The seamen's Union of Toronto has fixed wages on Lake Ontario at $3 and through the Welland Canal at $3.50.

PORT ARTHUR.

Friday morning the life saving patrol discovered an unknown schooner on Port Austin reef, half a mile from shore. The seas were dashing furiously over the vessel. The life savers spent most of the forenoon trying to shoot a line over her, but without success. The life-saving crew of Point au Barques were telegraphed for, and after repeated struggles and failures, succeeded in getting through the breakers and started for the schooner just before dark.

The tug Record from Duluth arrived here on the 10th and will take the Parker dredge and scow, which have been employed in dredging the river this summer, to Duluth on her return trip.

TORONTO.

Harbor Master Baldwin warns mariners that the waters of Lake Ontario have fallen two feet since May last, and notifies captains of vessels drawing twelve feet or over to guide themselves accordingly.

PORT HURON.

The body found at the crossing of the Grand Trunk railway has been identified as Thomas C. Murphy of 33 Main St. Buffalo. The remains were taken to the morgue and identified as the watchman on the propeller Fountain City, who had been left at Detroit and had evidently come to this city on the midnight train, and in jumping from the cars had fallen under the wheels.

SANDUSKY.

Krampeen, of this port, has bought a two-thirds interest in the small steamer J. V. Lutts for $1,000.

MT. CLEMENS.

The scow Eugene Vesta has been sold to Captain Du'ac, of Mt. Clemens, for $1,300.

WYANDOTTE.

It was found impossible to get the steel boat at the Cheboygan shipyard ready for launching, and she will go into the water some time this week. The riggers are hard at work, and the boat will be fitted up complete at the yard, making her maiden trip from this port. The mammoth engine, having a capacity of 1,800 horsepower, is being placed in position.

RECORD OF VESSEL PASSAGES.

PASSED PORT COLBORNE.

PORT COLBORNE, Nov. 13—Passed up—Steamer Waverly, Ogdensburg to Chicago; W. A. Haskell, Ogdensburg to Chicago; Down—W. H. Oades.

PORT COLBORNE, Nov. 14—Passed down—Schooner L. S. Hammond, Detroit to Cape Vincent; Emerald, Ashtabula to Toronto; J. G. Worts, Lorain to Toronto; propeller John Pridegon, Jr., and W. J. Averill, Chicago to Ogdensburg tug Active and barges, Fort Williams to Kingston; steambarge Enterprise and consort, Cleveland to Port Dalhousie.

Passed up—Steambarge Niagara, Toronto to Buffalo.

PORT COLBORNE, Nov. 15.—Passed up—Schooner D. G. Fort and White Star, Oswego to Detroit.

Down—Steambarge Niagara, Buffalo to Toronto.

PORT COLBORNE, Nov. 16.—Passed down—Steambarge Glengarry and barges, Gask n and Glenora, Port Arthur to Kingston; propeller Lake Ontario, Amherstburg to Montreal.

PASSED PORT HURON.

PORT HURON, Nov. 14.—Morning, down—Michigan and barges, Chamberlain and consorts, Ira Chaffee and barges, City of Alpena, Veronica, Albany.

Morning, up—Sanilac, D. W. Rust and consort, Portage, Russia, H. Barnum, Colton and consort, Keystone and consort, Chicago, Iron Age and consort, R. B. Hayes, Bay City and barges, F. McBrier and consort, Nipigon and barges, Vienna and consort, Garden City and barges, R. Wallace, Sparta and consort, Niagara and barges.

Afternoon, down—Syracuse.

Afternoon, up—Argonaut, John Owen, Michigan, E. A. Nicholson, Glasgow and barges, J. H. Devereux.

PORT HURON, Nov. 15.—Afternoon, down—G. N. Bradley and barges, City of Concord.

Morning, down—Marquette, W. M. Egan M. M. Drake, S. C. Hall and barges, Montcalm, Juniata and consort, C. Tower, T. W Palmer, David Vance, Waverly, Cambria.

Morning, up—Nahant, Japan, Halsted Araxes, City of Alpena, Thos. Howland Ohio, Missoula, Music and barges, J. Fisk Lehigh.

PORT HURON, Nov. 16.—Morning, up—John Glidden, Morse, Sitka, J. C. Gilchrist and consort, Russell Sage, Glasgow and barges, Araxes and barges, Temple Emery, R. Stewart and barges, Music and barges, W. S. Crosthwaite, J. H. Outhwaite, R. P. Flower.

Afternoon, up—Australasia.

Morning, down—Wissahickon, Oscoda City of Mackinaw, Schoolcraft, Empire State H. C. Schnoor, City of Mt. Clemens, Commodore, Owen, Northerner.

THE constitution of the American brotherhood of steamboat pilots is a good one and we hope to see a harbor organized in every port.

WANTED—A second-hand marine boiler, 8½ or 9 feet in diameter and 15 or 16 feet long; or Scotch boiler, 12 by 12. Inquire of
C. L. FOX, Bay City, Mich.

WANTED—Second-hand marine engine, 12 by 13 or 12 by 14. Inquire of
LEE S. DELAND, Bay City, Mich.

FOR SALE—A STEAMBARGE—260 tons register, 150 feet keel, 29 feet beam, 12 feet 3 inches depth of hold. Two engines 10 by 26 high pressure, 26 by 37 low pressure, compound twin screws. Boiler 16 feet 6 inches by 8 feet. Steambarge, engine and boiler all in excellent condition. Apply to
WILLIAMS, Branch Office, MARINE RECORD,
252 South Water St., Chicago, Ill.

WANTED IMMEDIATELY—A SCHOONER—Of about 40 tons register, of light draft, beam not to exceed 17 feet 10 inches. Apply to
WILLIAMS, Branch Office, MARINE RECORD,
252 South Water St., Chicago, Ill.

THE LOG BOOK.

The Wolf & Davidson Co.'s ore contract for next season is at $1.40.

Captain M. J. Galvin is still looking after the wrecked vessels at Marquette.

The propeller Egyptian, sunk at Lorain, has about $35,000 insurance in the hull pool.

The propeller Kaliyuga arrived at Buffalo from Cleveland light and went into drydock for a wheel.

Owners of the Maurice B. Grover have forwarded a new wheel to Milwaukee to replace the broken one.

The Union steamboat company will give the Starucca steel arches this winter and rebuild the Nyack and Portage.

Underwriters have sold the schooner L. Seaton as she is in the Mills drydock Buffalo to Charles McMillan for $800.

The barge Nellie Mason, ashore at Presque Isle, broke up in the last gale. The wrecking expedition has abandoned her.

The steambarge Gordon Campbell, bound up, broke her shaft off Lexington recently and returned to Port Huron for repairs.

The propeller W. H. Gratwick was short 176 bushels on her last Chicago cargo, and schooners Montana 63 bushels from Sandusky.

The buoys on the Sault river will be raised about November 20th unless orders to the contrary are received by the inspector of the eleventh lighthouse district.

The propeller Delaware, which arrived at Buffalo on Saturday, is said to be considerably damaged from her contact with the rocks at the Straits and will need considerable repairs.

The dry kiln at the Richmond elevator, Buffalo, which had taken in the schooner C. O. Ellsworth's wet corn cargo, broke down, seriously injuring four men by the breaking of steam apparatus.

The damage and total loss to vessel property for the month of October in the Straits and vicinity from Fox Island to Hammond's Bay, is fairly estimated at $80,000, besides the loss of 18 persons, as near as can be learned.

The message of President Cleveland to Congress next session will be studied with interest by shipping men. It is to be hoped that shipping matters will not be forgotten in this message, as the president neglected to sign the river and harbor bill last spring.

The propeller John B. Lyon went out without her consort, the John M. Hutchinson. The latter had been in drydock to stop a leak, but on reaching her coal dock was found to still leak about the centerboard box and returned to drydock. She will lay up unless it is thought best to send her back with the Lyon next time.

The schooner Commerce of Chicago struck Racine reef and came near going to the bottom. She was loaded with 39,000 bushels of oats for Sarnia and was towed into port with six feet of water in her hold and sunk. The cargo is about one-third damaged and is insured. The vessel is also insured for $10,000.

Last summer Graham & Morton built the propeller Puritan and placed her on the Chicago and Benton Harbor route as a passenger boat. The owners have now set to work to rebuild her. They have caused her to be hauled out at Benton Harbor and the hull is being remodeled by putting on false sides. When completed the Puritan will be ten feet broader than when she was launched, and as the false sides begin at the turn of the bilges she ought to be as staunch and seaworthy as any vessel on the lakes.

The life saving crew of the Middle Island did noble work in rescuing the crew of the brig Nellie Mason during the storm at Presque Isle. They dragged their boat a mile through the woods opposite the wreck. She swamped several times as they attempted to launch her and the men were thrown into the water and were almost dead with cold, but like heroes they succeeded in reaching the vessel and rescued the crew, who were clinging to the icy wreck. Seas completely buried her, and if they had uot been soon rescued they would have perished, as she was soon coated with ice to the mast heads and was full of water. A part of the deck load was washed off.

The month of October shows up an aggregate of 285 accidents and disasters on all the lakes, 117 more than in September, and 115 more than in October of last year, occurring as follows: Lake Michigan, 97; Lake Huron, the Straits, and Sault river, 80; rivers, 13; Lake Superior, 15; Georgian Bay, 3; Lake St. Clair, 13; Lake Erie and Welland canal, 15; Lake Ontario 12. The causes are: Heavy weather 116, loss $281,400; aground 55, loss $108,000; ashore 50, loss $229,509; sprung a leak 19, loss $30,600; disabled 24, loss $36,400; collisions 18, loss $17,900; fire 3, loss $11,300; loss on cargoes, $351,100. Total for the month, $1,066,209; an increase of over September of $825,309. Reckoning 36 lives lost with the steamer Vernon, 126 persons were drowned from vessels in October, nine died from natural causes, and three were accidental deaths; making a total, 135.

THE DECK-HAND AND THE MULE.

The mule stood on the steamboat-deck,
The land he would not tread;
They pulled the halter round his neck,
And whacked him o'er the head!

But obstinate and braced he stood,
As born the scene to rule,
A creature of the hold-back brood,
A stubborn, steadfast mule

They cursed and swore—he would not go
Until he felt inclined;
And though they thudered blow on blow,
He altered not his mind.

The deck-hand to the shore complained:
"The varmint's bound to stay!"
And still upon the critter's hide
The sounding lash made play.

His master from the shore replied;
"The boat's about to sail;
As other means in vain you've tried,
Suppose you twist his tail!

"It's likely that will make him land!"
The deck-hand, brave though pale,
The nearer drew with outstretch'd hand
To make the twist avail.

Then came a kick of thunder sound!
The deck hand—where was he?
Ask of the waves that far around
Beheld him in the sea.

A moment, not a voice was heard;
But winked the mule his eye,
As though to ask to him occurred—
Now, how was that for high?"

"Just cut his throat!" the captain roared,
"And end the awful brute!"
But the noblest soul who perished there
Was he who tried to do't!

A duel with boat hooks is the latest method of deciding rival claims to a young lady's favor. They fought to a finish and came near finishing each other. Two Haddam young men are the heroes, the heroine being the belle of Haddam, whose father wishes the devil had 'em all.—*New York Nautical Gazette.*

CATARRH CURED.

A clergyman, after years of suffering from that loathsome disease, Catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self addressed stamped envelope to Professor J. A. Lawrence, 212 East 9th St., New York, will receive the recipe free of charge

METALLIC LIFE BOATS.

WILMINGTON, DEL., Nov. 8.

As we send reports of orders received to the other marine papers for publication, we also send the same to you to let the builders know what we are doing.

Two 22 feet metallic life-boats for a Boston steam collier; one 20-feet life-boat and and three wood life-boats for Maryland Steamboat Co., of Baltimore; two metallic boats for B. & O. R. R tugs building; one for steamer Merworth; one for steamer Howard, Florida; one for fishing steamer of Connecticut; also, repairing five large life-boats for steamship Scotia.

THOS. DREIN & SON.

KATZENSTEIN PACKING.

To the Editor of the Marine Record:

NEW YORK, October 28.

During the spring and summer of 1887 we have furnished our metallic packing to about 9-10ths of the new steamers built in New York, Chester, Philadelphia, Wilmington, New England, and the lake region. Among the number we will name the following: Old Bay line steamer Georgia, propeller C. C. Clark, steamer Winthrop, steamer Homer Ramsdell, tugs Nanny Lamberton, Lowell M. Palmer and Nonpareil, steam yachts Alva, Susquehanna, Adele and Wampanoag. The following steamers on the lakes have been supplied with our packing: Erie and Western Transportation Co.'s steamer Susquehanna; Union S. B. Co.'s steamer New York; Captain Thomas Wilson's steamers Sitka and Yakima; steamers Samuel Mather, Robert Rhodes, Cambria, John C. Gault, J. H. Palmer, Missoula, Russel Sage, J. H. Outhwaite, Ira H. Owen and F. L. Vance. We have also, during the past few months furnished our packing to the steamers Umbria, Etruria and Servia, of the Cunard line; City of Rome, of the Anchor line; Aller, Trave and Saale, of the North German Lloyd; the steamers of the Hamburg Am. Packet Co.; National, Red Star and Truman lines; Quebec and Atlas lines; Ocean, Old Dominion, Havana and Morgan lines. We are at present making the packing for two new large triple expansion engines, building at the Quintard Iron Works, of this city. We have also furnished our packing to the United States government for the new cruisers.

We have had several large orders from Europe, among which we will mention packing for the new triple expansion engine (largest in existence, five cylinders,) built by the Fairfield Shipbuilding and Engineering Co., of Glasgow, for the steamer Lahu, of the North German Lloyd Co.; and flexible packing for slip joints of steamer City of Berlin, at Liverpool.

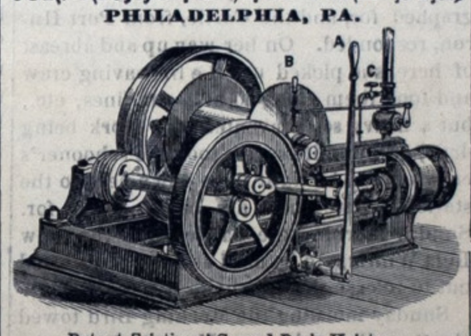
A number of ferry boats have also been supplied with our packing, among which are the new South Brooklyn ferry boats, new Hoboken ferry boats, and new Williamsburgh ferry boats. Our trade among stationary engines has been quite large. We have supplied our packing for a large number of refrigerating machines, electric light engines, pumping engines, mills, cable road engines, etc. L. KATZENSTEIN & Co.

THE MOST INTERESTING MARINE NEWS,

Concerning directly every sailor after navigation closes is how most advantageously, to invest his hard-earned money. Flannel garments being mostly wanted before any other, to give the body an equal temperature, and absorb the perspiration, it becomes necessary to purchase pure woolen fabrics. We, the unersigned, Kohn & Co., of Boston Dry Goods Store, 213 Detroit st., near corner Pearl, Cleveland, O., established since 1866 in this city, have made the manufacturing of *Flannel, Cassimere, Waterproof Shirts*, scarlet *Undershirts* and *Drawers* a specialty, to be sold direct to consumers. Therefore, we are *the only Retailers* in this city who make genuine *home-made Shirts*, 52-inches wide, 36 to 40 inches long, extraordinarily well sewed, or make them *to order* according to the taste of the Customer *without extra charge*. Remember this! We are also constantly prepared to meet the wants of the Vessel trade in the supply of *Comfortables, Blankets, Table linens, Sheets* for bunks, *Pillow-cases, etc*, or any necessary equipments for bedding, which we also *sew to order at shortest notice*. The *Custom merchant tailoring department* connected with our establishment, and conducted by our son, Jo. L. Kohn, a tailor and cutter, furnishes the nobbiest *Dress, Evening or Business Suit* from $8 to $10 less than any merchant tailoring establishment, for he saves the expense of *extra Rent* and the employ of an *extra cutter*—all done to advertise himself. Kohn & Co., 213 Detroit st., near corner Pearl.

WILLIAMSON BROS.

COR. RICHMOND AND YORK STS.,
PHILADELPHIA, PA.



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HOISTING ENGINES AND SHIP STEERING Engines; with either Frictional, Spur or Worm Gear of various patterns to suit all purposes.

For Sale.

One 15x16 Marine Engine.
Two Steeple Compound Marine Engines, Cylinders 12 and 20 by 16 stroke.

These are under construction and can be completed on short notice. Will furnish BOILERS with these if desired. For prices, etc., address

PHŒNIX IRON WORKS, Port Huron, Mich.

Cleveland Block Co.,

MANUFACTURERS OF

Iron Tackle Blocks

TAKING THE PLACE OF WOODEN BLOCKS FOR ALL PURPOSES.

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CANVAS OIL BAGS

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Vessel and Steamer

to lessen the dangerous effects of heavy seas. Write for pamphlet.

M. H Dodge & Co., 24 Broadway, Cleveland, O.

FOR SALE—BARGE SENATOR BLOOD—Rates B1½, is 129 feet long, and 26 feet beam. Draft 10 feet 2 inches, loaded with lumber or coal. Carried 342M largest load; 290M, smallest load. Carries 500 tons coal on 10 feet 2 inches. For further particulars inquire of or address

CAHOON & HUTCHINSON,
Cor. Elm and Water Sts., Cleveland O.

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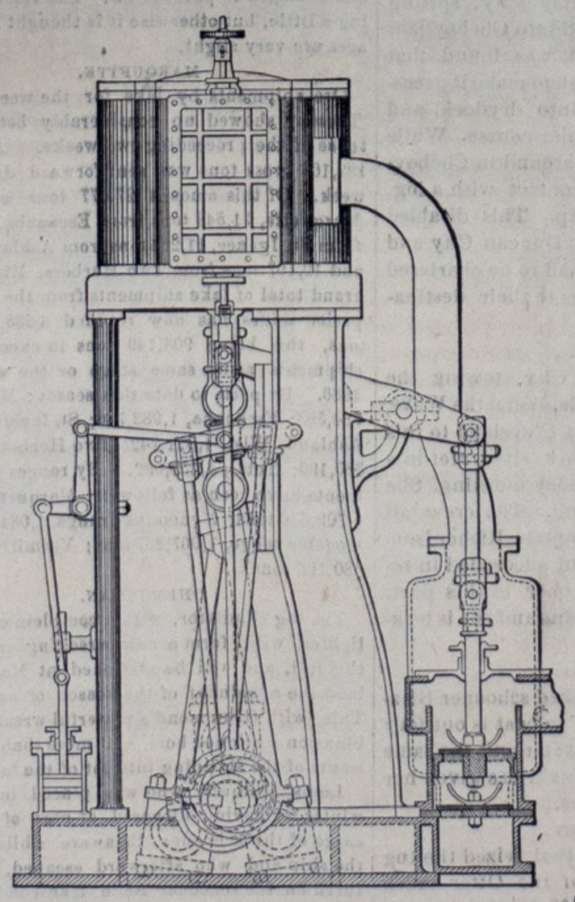

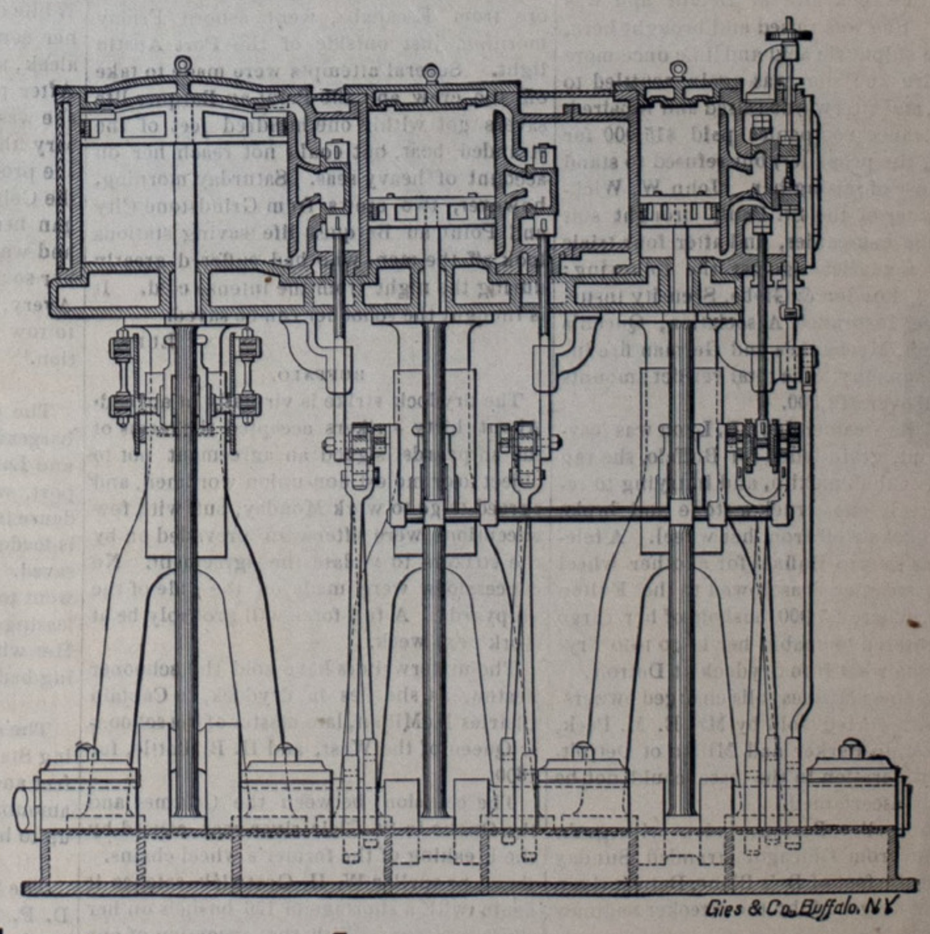

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do JAS. D. SAWYER, a2,
do POTOMAC, a2.
do A. VOUGHT, a2
do S. L. WATSON, a2 1-2,
For Particulars, and Where Vessels can be seen for Inspection, write to
Henry W. Watson,
16 White Bldg., Buffalo, N. Y.

GEORGE SAAL'S SON.
Copper-smithing of all Kinds.
VESSEI WORK A SPECIALTY.
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Specirl Attention Given to Vessel Supplies.
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MARINE COLLECTIONS PROMPTLY ATTENDED TO.
Tugs and Lighters always on hand. Correspondence solicted.,

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Special Sunday Trips
BETWEEN CLEVELAND AND DETROIT
DURING SUMMER MONTHS.
For full information, rates, tickets, etc., apply to E. B. WHITCOMB, Gen. Pasgr. Agt., Detroit, Mich, T. F. NEWMAN, General Agt, Cleveland, O.
Travelers Information Bureau,
224 Bank St., CLEVELAND O.
Where may also be found a full line of ocean tickets

LAKE SHORE & MICHIGAN SOUTHERN

Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive.	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwalk	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
No 12, N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 20 A M	§5 35 A M
No 25, Mich Accom Norwalk	.....	†5 35 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m, and 3:45 p. m.
Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.
A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 35 A M.; arrive Grand Central depot, New York, 7.30 a. m.
For full information as to trains and counections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.
M. E GAUL, City Passenger Agent.
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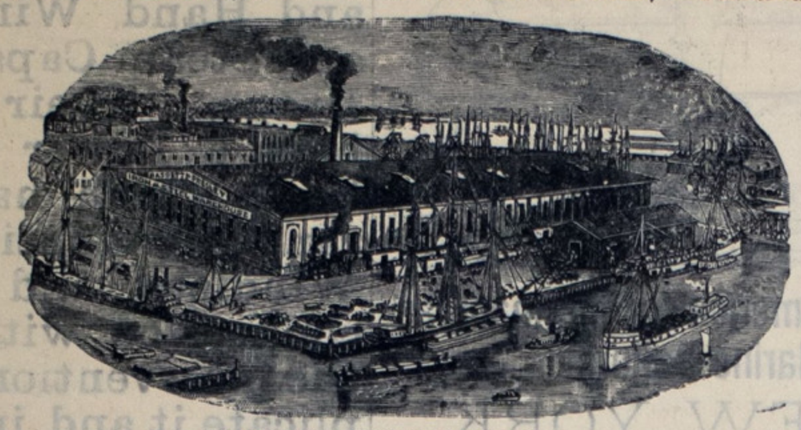
IRA B. BASSETT GEORGE PRESLEY, Jr. A. R. TRAIN.
BASSETT, PRESLEY & TRAIN.
[Successors to W. H. McCurdy & Co.]
Office and Warehouse, cor. Elm & Hemlock Streets, Cleveland, O.



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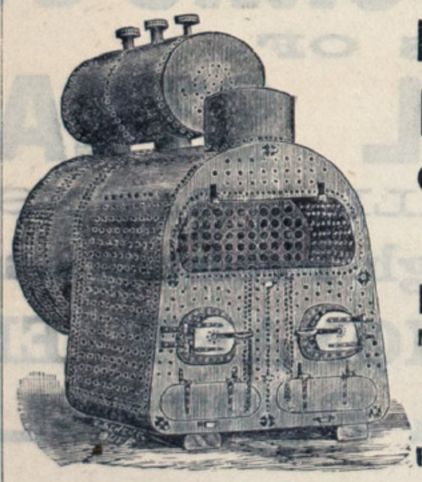

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We make the most durable grade of Blocks to be obtained in the market. Call for our SELF-ADJUSTABLE FIVE ROLL ROLLER BUSHED STAR BRAND BLOCKS AND DO AWAY WITH REPAIRS.

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A PUZZLE.
Which Man is the Tallest?
If you measure carefully the figures in above Cut you will find the man who appears the shortest is in reality the tallest. If you will coal your boat at my dock, adjoining S. F. Hodge Iron Works, you will get better dispatch and better COAL than at any other place in the city.
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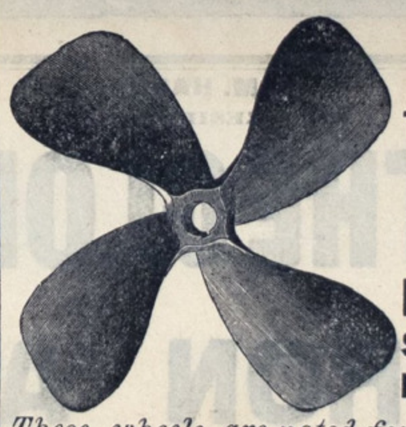

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Three Cylinder and Fore and Aft and Steeple Compound Marine Engines,
High and Low Pressure Engines,
SECTIONAL PROPELLER WHEELS,
PROPELLER, TUG & YACHT WHEELS
These wheels are noted for their extra speed and towing power, or aproportionate saving of coal.
PRICES QUOTED ON APPLICATION.

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SHIP AND ORNAMENTAL PAIN
DEALERS IN
LEAD, OIL, MIXED PAINTS, GLASS, PUTTY, ETC.
All Kinds of Steamboat and Vessel Work a Specialty.
Finished Liberty Caps, and Gilt Balls for Mast Heads and Flag Staffs Always on Hand.
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G. C. BARNES, Agt.
This Improved Shaking Grate Especially Adapted to Burning Slack.
Globe Iron Works, Manufac's.,
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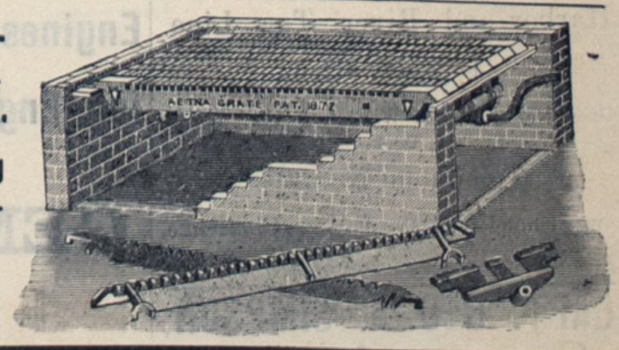

STEAMBARGE FOR SALE.
This is one of the finest steambarges on the lakes, and was built in 1884. She is in good condition in every respect, serviceable, easy to load and unload, and a great favorite. She can not be duplicated for the same money. Her dimensions are 131 feet keel, 143 feet over all, 23.4 feet beam, 8.4 feet depth of hold, and is classed A1½ by Inland Lloyds. She carries two masts. Her carrying capacity is 400 to 425 tons or 14,000 bushels of wheat, or about 240,000 feet of lumber on a draft of 9 feet 9 inches. Her engine is high pressure 18x20 and her boiler 6¼x12 feet of 7-16 Otis steel. Speed 10 miles loaded or 11½ light.
Address MARINE RECORD, Cleveland, Ohio.

FOR SALE, the passenger steamer M. E. MINTER, 13 tons net, 60 feet long over all, 18½ feet beam, 4 feet depth of hold. Engine 10x12, Scotch type boiler 4½x8. She is fully equipped for the passenger business. Terms, $2,000. Address,
CAPTAIN RICHARD CONNELL,
Muskegon, Mich.

SCHOONER FOR SALE.
THIS SCHOONER classes A2, and is 434 tons burden. Her carrying capacity is 850 tons of ore or 580,000 feet of lumber Address
MARINE RECORD Office, Cleveland, O.

WINDLASS FOR SALE.
The undersigned have a Badfield Patent windlass or a one and three-eighths inch bar chain for sale cheap.
JOHNSON & BATES,
927 Erie St., Racine, Wis.

Fleet of the Cleveland Transportation Co. for Sale.

BY A RESOLUTION OF THE BOARD OF Directors of the Cleveland Transportation Co., it has been decided to close up the affairs of the Company and sell its property.

The following fleet of Steam Barge and Schooner Consorts are offered for sale. They will be sold as a fleet, or in couples, but not separately, excepting the schooner "Genoa:"

Steamer SPARTA, actual cargo 1,500 net tons on 15 ft. draft.

Schooner SUMATRA, actual cargo 1,650 net tons, on 14 ft. 3 in. draft.

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Schooner HELENA, actual cargo 1,650 net tons, on 14 ft. 3 in. draft.

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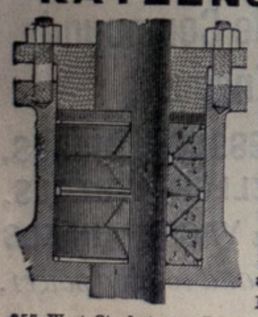

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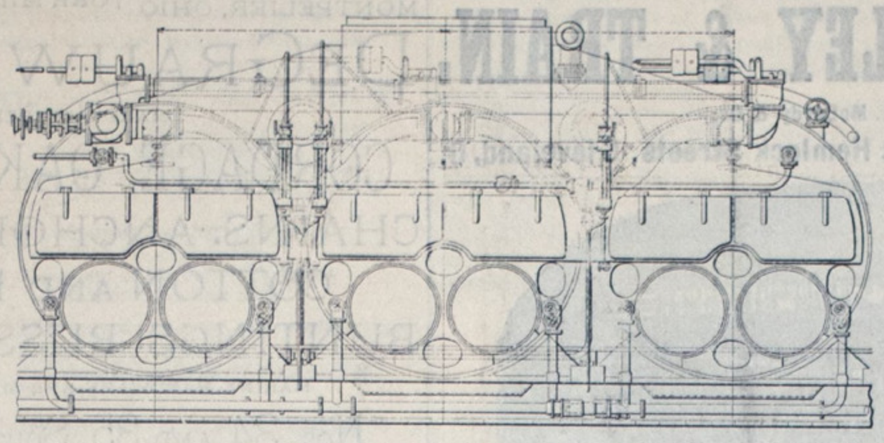

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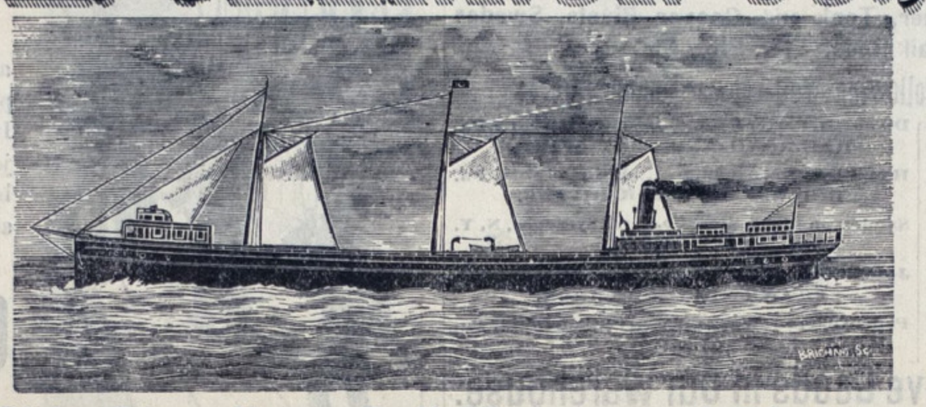

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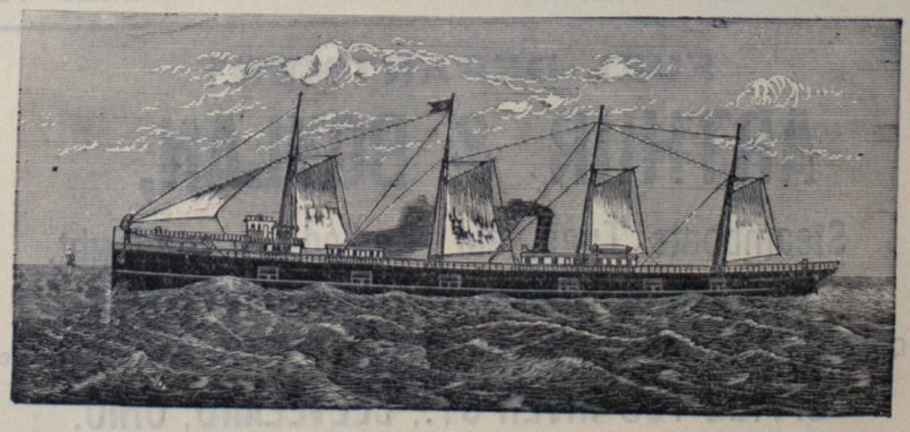

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